

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)
149	Principle of development	Objection to current proposal	<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
150	Principle of development	Objects to the prioritisation of the project and states the project should not happen with the current plan	<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
151	Principle of development	Objects to construction of 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
152	Principle of development	Objection to the proposed scheme and considers that this road is not necessary, other than improvements to the Southfield junction and M5 junction to ensure the traffic can flow on and off the A358 freely.	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	N/A

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			<p>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>	
153	Principle of development	Considers the proposed scheme lacks common sense and the wishes of the local villages.	<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>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 Chapters 5, 8 and 9 (Document Reference 5.1).</p>	N/A
154	Principle of development	Considers the proposals pointless unless Southfields roundabout is upgraded first as without these tailbacks will double.	<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>	N/A
155	Principle of development	Considers the scheme is not necessary as stated the National transport Design Centre says that circumstances have changed and there is more concern for the environment and 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>	N/A

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			<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>	
156	Principle of development	<p>Objects to the principle of development as considers the scheme a waste of public money and suggests if a dual carriageway is required it should not be an expressway. Considers the scheme not worth the urbanisation of the countryside, environmental impact and associated carbon footprint.</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> <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 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> <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</p>	N/A

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			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.	
157	Principle of development	Object to the proposed scheme and considers the rationale for building the road to be limited. Suggestion that where the money needs to be spent is on the promised infrastructure of small towns such as Chard, which is experiencing major housing development and requires infrastructure improvements.	<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' forecast traffic model has been developed in line with Transport Analysis Guidance. As part of this process National Highways has created an Uncertainty Log that collates information about all future developments included in the forecast traffic model. This is reported in the ComMA Report (Document Reference 7.4).</p>	N/A
158	Principle of development	Objects to the principle of the development and considers the construction of the road to be extreme which wastes time and money and damaged the local economy and countryside.	<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 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>	N/A
159	Principle of development	Considers the proposed scheme is a waste of public funds	<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</p>	N/A

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			<p>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>	
160	Principle of development	Objects to the dualling scheme as considers it is detrimental to the local population.	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).	N/A
161	Principle of development	Considers there no necessity to upgrade the existing A358 to an expressway since the roundabouts at each end add 4 – 5 mins to the journey there is no need to travel at 70mph to hit a bottleneck. Concerned the upgrades will destroy land, create less access for local people and cause longer journey times and general frustrations.	<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> <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> <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>	N/A
162	Principle of development	Considers the project to be excessive and anachronistic. Considers it wrong to facilitate increased road use given the environmental crisis.	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	N/A

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			<p>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 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>	
163	Principle of development	Suggests the A358 between Mattock's Tree Green should be left as existing as considers the main traffic problem to be the inadequate provision on the Ilminster bypass. Suggests until the Ilminster bypass provision is solved the traffic building up on Southfields roundabout will remain.	<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>	N/A
164	Principle of development	States that having a footpath on Stoke Road bridge would be beneficial	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
165	Principle of development	Support for the proposed scheme and happy for construction to start as soon as possible	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
166	Principle of development	Supports the proposed development as considers the road needed and the overall plan is well thought out.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
167	Principle of development	Supports proposals and notes the sooner they happen the better. Concerned the proposal will be cancelled similarly to the last major proposal.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
168	Principle of development	Support for principle of development and delivery of the scheme as soon as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
169	Principle of development	Supports the scheme and requests construction is completed as soon and quickly as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
170	Principle of development	Supports the scheme and requests it is completed as soon as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A

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171	Principle of development	Notes the construction of the scheme should begin as soon as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
172	Principle of development	Comments that construction of the proposed scheme should start as soon as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
173	Principle of development	Requests the proposed road is constructed as soon as possible as will benefit road users and residents of Henlade and surrounding villages.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
174	Principle of development	Considers the proposals look great and should start soon.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
175	Principle of development	Concerned a construction period of 4 years is too long for a 9 mile road route. Considers there to be no justification for a 4 year building period unless the scheme is flawed, especially as the roundabout issues are not included in these proposals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Subject to the successful granting of the Development Consent Order, National Highways expects to start works in 2026.	N/A
176	Principle of development	Considers the proposed scheme will be a nightmare for local people and fewer people will shop in Taunton as a result.	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).	N/A
177	Principle of development	Suggests Henlade and Southfields need addressing as a priority. Suggests the scheme for the middle section should then be reviewed based on the changes that the work makes on driving patterns.	<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 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>	N/A
178	Principle of development	<p>Comment that given the long lead time since the proposed scheme was conceptually approved, it is vital to revisit the ongoing need of the upgrade.</p> <p>Comments that the only section needing urgent work is to by-pass Henlade. Traffic flows well at all times of day, and in peak holiday seasons on all other sections. Highlights that within the Ashill area there is already a relatively new by-pass. Suggestion to leave the existing route as it is, as it is considered to function well.</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> <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>The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak</p>	N/A

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			period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	
179	Principle of development	Supports the proposals for Henlade bypass and Southfields roundabout however does not consider there to be a need for the rest of the A358 to be dualled. Requests the remainder of the A358 be untouched to minimize costs and the impacts on the environment.	<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>	N/A
180	Principle of development	Supports proposals to bypass Henlade. Considers the arguments for improvements between Mattock's Tree Hill and Southfields inconclusive. Suggests the scheme should be split into two distinct and separate phases with the Henlade bypass being constructed first and a thorough evaluation of its effectiveness should follow before the construction of phase 2 begins.	<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> <p>Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.</p>	N/A
181	Principle of development	Suggests the majority of the proposal should be scrapped and the A358 following Mattock's Tree Green should be left as it is. Notes the main problem of traffic flow comes from an inadequate provision on the Ilminster bypass and this should be resolved in order to improve traffic flow.	<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</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>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>	
182	Principle of development	Suggests that only Henlade is bypassed and the rest of the A358 is left in current state. Suggests the expressway should be reconsidered as concerned the scheme will cause gridlock at Southfields roundabout and create a rat run through Hatch Beauchamp	<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> <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 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)</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)
			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.	
183	Principle of development	Objection to the principle of development due to the cost, environmental impact and health concerns which are considered to be unjustified for the less that two minutes reduction travel time on this stretch of 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> <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>	N/A
184	Safety and road accidents	Notes that currently the A358 is dangerous to cycle on and the proposals will only make this worse.	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.	N/A
185	Safety and road accidents	Considers the layout for the left turn onto the A303 dangerous.	<p>The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.</p> <p>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 (RIS 3) 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>	No
186	Safety and road accidents	Suggest that when planning for construction to avoid using Hatch Beauchamp village road as a diversion. Highlights that there are two dangerous corners with road conditions on blind corners at Hatch Green	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	N/A

Appendix Table 5.1S Summary of matters raised in relation to Q6 of the feedback questionnaire in relation to any comments on our proposals for construction, including the proposed phasing 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)
		and Hatch Inn which the majority of the village has to use to get out of the village.	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.	
187	Safety and road accidents	Notes that there is no plan to upgrade the Ilminster Bypass to dual carriageway. Highlights that the current bypass is regularly closed due to accidents caused by the poor design of the Ilminster Bypass and that leads to impossible levels of diverted traffic in Ilminster.	<p>The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.</p> <p>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 (RIS 3) 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>	N/A
188	Traffic, access and modelling	Concern there are no connections or link roads for villages such as Horton, Broadway and Donyatt to enter or exit the expressway, considers this will be a particular issue for Ilminster	<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
189	Traffic, access and modelling	Notes that plans on display at consultation show the central reservation crash barriers on the inappropriate side of the reservation when the horizontal alignment was on a radius. Notes that full forward visibility from the offside lane on a right-hand radius should not be impeded by such barriers, but be across a open margin, whereas a left-hand radius does not give rise to closer proximity availability for the crash barriers to be positioned.	It is acknowledged that the scheme is in the preliminary design stage and that there is scope to refine the vehicle restraint system strategy into the detail design stage.	No
190	Traffic, access and modelling	Suggestion the biggest issue is the traffic in Henlade and this could be solved by adding a new road from junction 25 to meet by Mattock's Tree Green, and to dual the existing road and provide slip roads for local residents. Suggestion that both end roundabouts need to be redeveloped to allow easy access to M5 and A303, preventing large tails backs and bottle necking. Suggestion that less land needs to be used as excessive margins are being proposed and local single track lanes cannot be used to take flows of traffic.	<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 Thornfalton 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</p>	No

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			<p>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> <p>The proposed A358 scheme design also includes upgrades to M5 junction 25 and the Nexus 25 junction.</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. 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 has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25, Nexus 25 junction and Southfields roundabout. 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 concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
191	Traffic, access and modelling	Objects to the scheme as considers it will increase traffic congestion due to the provision of a roundabout at both ends of the scheme	<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. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction.</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. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods.</p> <p>Part of the A358 Taunton to Southfields Dualling Scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. These upgrades include a segregated left turn lane from the A358 dual carriageway to the A303 east, an additional lane on the A303 east, and a widened A358 west approach including signalisation of the services access.</p> <p>Southfields roundabout due to be reviewed as part of the A303 Phase 2 upgrade which is part of the Government's Road Investment Strategy 3 pipeline. National Highways are working on a future scheme for the A303 Southfields to South Petherton, carrying out a study on this section of the A303 to improve the flow of traffic. It is expected that improvements will be carried out along this section of the A303 following on from the A358 Taunton to Southfields Dualling Scheme.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. 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 concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
192	Traffic, access and modelling	Queries why more traffic should be encouraged to use the already struggling M5.	<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 of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. 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 – 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 also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.	
193	Traffic, access and modelling	Suggests lack of local on/off access will cause frustrations, extra traffic and more pollution. Concerned lack of access will direct local travel to Taunton through Hatch Beauchamp.	<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
194	Traffic, access and modelling	Concern that access onto the new A358 from Curland will be limited and will necessitate the need to travel down inadequate single track roads which will not be able to handle to increased volume of traffic and will not be maintained to the required standard.	<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
195	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting Road being narrow and in poor condition.	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.	N/A
196	Traffic, access and modelling	Concern the scheme will result in an increase in traffic through local 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
197	Traffic, access and modelling	Suggests Griffin Lane is currently unfit for purpose and will cause constant problems for traffic.	<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>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</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 once the scheme is constructed.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
198	Traffic, access and modelling	Concern raised that by closing access points to the A358 it will push more traffic on to small local lanes, including namely Griffin Lane, which passes under the A358.	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.  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.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
199	Traffic, access and modelling	Concerned that construction traffic and re-directed traffic will use Mill Lane (Stewley Road) as a rat run. Notes this would severely interfere with residents quality of life as traffic passes through small lanes at 60mph and entrances to properties are used as a passing point. Concerned incidents of near collision will also increase and it will be dangerous to walk along the lane.	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.	No
200	Traffic, access and modelling	Highlights the disruption the road will cause, particularly difficulties in travelling into Taunton for local people.	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.	No
201	Traffic, access and modelling	Considers the scheme's construction will majorly disrupt traffic flow even if managed carefully.	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.	No
202	Traffic, access and modelling	Questions the phasing of construction and when existing roads, that no longer have access to the A358 under the proposals, will be closed.	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.	No
203	Traffic, access and modelling	Notes the need to consider the impact of phasing on local traffic to ensure there is not an unsuitable traffic volume attempting to use unsuitable rural lanes.	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.	No
204	Traffic, access and modelling	Concerned there is a long period of time when the A358 will be operating below capacity and suggests it is likely that traffic will use the local lanes during this time. Suggests the lanes are not suitable to carry increased traffic.	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.	No
205	Traffic, access and modelling	Questions how construction will be managed without diverting traffic through Hatch Beauchamp.	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	No

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			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.	
206	Traffic, access and modelling	Notes that the sooner and quicker the scheme is constructed the better.	Subject to the granting of the Development Consent Order, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
207	Traffic, access and modelling	Objects to the scheme if the scheme is implemented to just address leisure traffic on weekends and bank holidays	<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
208	Traffic, access and modelling	Suggests the Ilminster bypass should be dualled first with a flyover at south Petherton and Cargate.	<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> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. 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 concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
209	Traffic, access and modelling	Considers that the current proposal is out of all proportion to the current traffic requirements. Resolving the issues at Henlade and Southfields would vastly improve traffic flow.	<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 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</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>pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. 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 concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
210	Traffic, access and modelling	Concern the scheme will lead to increased congestion	<p>The proposed A358 scheme has been designed to accommodate the average weekday peak hour traffic forecast for 2046 (the design year). As such, in normal conditions, no significant congestion or delays are expected on the A358 between and including Southfields and M5 junction 25.</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
211	Traffic, access and modelling	Objects to the scheme as considers congestion will still occur	<p>The proposed A358 scheme has been designed to accommodate the average weekday peak hour traffic forecast for 2046 (the design year). As such, in normal conditions, no significant congestion or delays are expected on the A358 between and including Southfields and M5 junction 25.</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
212	Traffic, access and modelling	Concerned local farmers are having their access completely cut off with no alternative.	<p>The proposed parallel roads aim to connect local villages and landowners to the two all-movement junctions (Mattock's Tree Green and Ashill Junction). Revised access to fields will be agreed with landowners.</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 alternative routes being attractive. 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
213	Traffic, access and modelling	Considers the local network of roads in and around Stoke St Mary ill equipped to cope with increased traffic as a result of construction phasing, diversions and re-routing. Highlights that roads are regularly used by horses, cyclists and walkers and there is a potential safety issue with increased traffic.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</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>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>Feedback during the 2021 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 link to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The traffic modelling of the proposed scheme 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 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road.</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 – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
214	Walking, Cycling and Horse-riders	Support for scheme wide proposals for footpaths, bridleways and cycleways along the route as it is considered this would be a significant improvement.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
215	Walking, Cycling and Horse-riders	Requests for the scheme to find a way to implement a cycle track into the project.	<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. 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> <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 seeks to 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 would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.</p>	No
216	Walking, Cycling and Horse-riders	Highlights the need to ensure WCH routes are maintained during the construction of the road with no long and dangerous detours.	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.	N/A

**Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response**

Row Number	Topic	Matters raised in response to consultation – matters raised 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	Notes there is a predominant south westerly wind which will blow pollution from the road works towards villages.	National Highways acknowledges the comment provided. By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the Air Quality Management Area (AQMA) in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2).	No
2	Air quality	Consider that with the exception of Henlade air quality is generally good in the area.	By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the Air Quality Management Area (AQMA) in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2).	No
3	Air quality	With the exception of Henlade air quality is generally good in the area.	By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the Air Quality Management Area (AQMA) in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2).	No
4	Air quality	Copied from 7) (1) of the Community of Parishes response "With the exception of Henlade air quality is generally good in the area. Because the area is rural the large footprint of the Expressway is likely to have a permanent significant adverse effect on the Vale of Taunton Deane and North Curry Sandstone Ridge landscapes and will adversely impact on views across these landscapes (Table 16.1). Minimising the environmental impact of the scheme points to minimising the scheme footprint, which in turn points to a non-Expressway standard dual carriageway."	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
5	Air quality	Considers the current Henlade traffic a problem and suggest that without a bypass air quality issues would persist.	National Highways acknowledges the general support received in relation to the design proposals. By improving congestion and reliability, the scheme aims to improve local air quality, particularly in the Henlade Air Quality Management Area. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).	No
6	Air quality	Supports improvements in air quality and pollution levels in the Henlade area that will be created as a result of the scheme.	National Highways acknowledges the range of views expressed concerning air pollution, including those received in support of the new section of road that moves traffic away from Henlade. By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the Air Quality Management Area in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2).	N/A
7	Air quality	Copied response from 7) (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.	N/A
8	Air quality	Notes there will be air quality problems for Henlade without a bypass due to traffic tailbacks. Notes the stop start traffic will decrease air quality.	By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the Air Quality Management Area (AQMA) in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2).	No
9	Air quality	Concerned that air quality would increase for villages with the exception of Henlade due to increased traffic levels. Notes air quality would not be improved as the scheme would increase journey distances and does not reduce congestion due to the roundabouts not being solved. Considers the scheme to have an adverse impact on air quality.	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.	No
10	Air quality	Concerned there will be a rise in fumes, especially as cars are now traveling faster.	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.  Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	
11	Air quality	Considers the scheme will increase the volume of traffic which will negatively impact the air quality of the area.	<p>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.</p> <p>Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.</p>	No
12	Alternatives to the scheme	Suggests that plans need to be made to offer regular, affordable public transport, as that would reduce the number of car journeys.	<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 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>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>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.</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 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
13	Alternatives to the scheme	Considers creative and multi-modal transport solutions should be considered to support the UKs goals for net zero.	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.	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised 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 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).</p> <p>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.</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 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>	
14	Alternatives to the scheme	Considers since the scheme inception the environmental issue of climate change has risen to prominence, therefore considers alternatives should be considered such as rail.	<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 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>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>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.</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</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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 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>	
15	Alternatives to the scheme	States given COP26 we should be encouraging more creative, multi-modal transport solution which help support the UK's goals for net zero	<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 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>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>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.</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 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</p>	No

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			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.	
16	Alternatives to the scheme	Considers NH should encourage more creative, multi-modal transport solution which help support the UK's goals for net zero.	<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 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>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>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.</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 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
17	Alternatives to the scheme	States we should be encouraging more creative, multi-modal transport solution which help support the UK's goals for net zero.	<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 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>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>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</p>	No

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			<p>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.</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 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>	
18	Alternatives to the scheme	Suggests that some of the budget could go towards funding a better public transport scheme, connecting the villages to the town, as well reducing the number of vehicles on the road and therefore congestion. Highlights that climate change is a pressing issue, with 1/4 of UK's damaging emissions coming from transport means. Considers an increase in public transport would be hugely beneficial for the people and the planet, particularly as there is currently so little readily available, regular eco-conscious transport.	<p>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.</p> <p>National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, including alternative modes of transport. 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>	N/A
19	Alternatives to the scheme	Suggest that a smaller revised scheme would be more in keeping with the delivery of the SCC policy for carbon emission reduction, and would recognise the post-COVID need to show more significant value for money, and focus on leading the behavioural changes needed locally and nationally to reduce reduce transport GHG emissions and other associated pollutants with adverse health impacts.	<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 (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 (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 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 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 scheme 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 sufficient 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,</p>	No

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			<p>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>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 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>	
20	Biodiversity	Considers tree planting and landscaping should be used to mitigate noise pollution and enhance the environment.	<p>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2).</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. 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. 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 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
21	Biodiversity	Concerns surrounding the further loss of woodland and stress being placed on the natural environment.	<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 existing vegetation of high biodiversity value, including woodland, have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas,</p>	N/A

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			<p>appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2).</p> <p>Habitat protection measures are detailed within the Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1); such measures include the establishment of no-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.</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>	
22	Biodiversity	Suggests that pollination and biodiversity boosting plants are added along the roadside to enhance ecological services.	<p>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or impacts minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3 Tree Survey and Arboricultural Impact) submitted with the Development Consent Order application.</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>	N/A
23	Landscape and visual impacts	Concerned the scheme will remove the well established mitigation/screen planting provided in the 1980s construction of a bypass.	<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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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.</p>	N/A

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			<p>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>	
24	Biodiversity	<p>Concerned about the impact of the scheme on habitats, wildlife corridors and the species themselves. Concerned that severe impacts will occur on statutory protected species.</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>In terms of protected species, European Protected Species (EPS) licences would be required from Natural England to allow construction works for the scheme in relation to impacts on bats, great crested newts, hazel dormouse and otter. One of the tests that must be met before this licence is granted is that the favourable conservation status of the species is maintained, confirming that the mitigation provided is adequate to support the species throughout construction and post-construction.</p> <p>Areas of existing vegetation of high biodiversity value, including woodland, have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2).</p> <p>Habitat protection measures are detailed within the Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1); such measures include the establishment of no-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.</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> <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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	N/A
25	Biodiversity	<p>Concerned about the number of species and habitats that will be impacted by the proposals.</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</p>	N/A

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			<p>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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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>	
26	Biodiversity	Concerned there will be a loss and disturbance of wildlife.	<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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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>	N/A
27	Biodiversity	Concern the scheme shows no commitment to wildlife or biodiversity. States the scheme proposes mitigation which is irrational in terms of land use and unlikely to have much practical benefit for the species it should protect	<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</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

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			<p>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 (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> <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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	
28	Biodiversity	Consider the effects on deer population would be dramatic, with populations lost from the area.	<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> <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. These features, which are currently used by species such as deer, badgers and other mammals, will therefore continue to be available as part of the proposed scheme. 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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
29	Biodiversity	Concern over the loss of wildlife and ecology and suggests mitigation such as planting trees will be unsuccessful due to lack of upkeep for new trees.	<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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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. The Landscape and Ecology Management Plan (LEMP) (Document Reference 6.4, Appendix 2.1 Annex D Landscape and Ecology Management Plan), also provides further details on the proposed habitat creation and improvement measures as well as details on the long-term management and monitoring requirements, which includes a five year establishment period and ongoing management secured for up to 30 years post-construction.</p>	N/A
30	Biodiversity	Concerned that the owls, bats, newts, frogs, toads and rookery need protection not new relocating.	<p>National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme.</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>	N/A
31	Biodiversity	Highlights the abundance of owls, bats, newts, frogs, toads, rabbits, badgers and a rookery in the local surroundings, especially Hatch Beauchamp.  Requests that these animals need to be protected.	<p>National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme.</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>	N/A
32	Biodiversity	Suggests lack of detailed evaluation of the wildlife impact the project will have. Concern that bats, owls, dormice, newts, frogs and a rookery will all need protecting. Requests further information to fully understand the impact of the new road and of building works as currently considers there to be insufficient impartial information.	The Preliminary Environmental Information (PEI) Report published for statutory consultation in 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report	N/A

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			<p>for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (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>	
33	Biodiversity	Suggests plans should be included for wildlife road crossings. Notes hedgehogs, badgers and deer need tunnels under the road to cross safely.	<p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	N/A
34	Biodiversity	Concern the scheme will reduce connectivity for wildlife movement across the area and adversely impact on the AONB, SSSI and SWT wildlife areas. Notes wildlife has increased over recent years and does not want it to be decimated by a road construction.	<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</p>	N/A

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			<p>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> <p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	
35	Biodiversity	Requests that all possible wildflowers, bulbs, bushes, grass varieties and tree planting are implemented along the length of the development to act as a baffle and as migration for the damage to the wildlife and biodiversity caused by the proposed scheme.	<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>	N/A
36	Biodiversity	Considers the construction of the road should allow for the provision of wildlife corridors, the preservation of protected (and rare) species, and the creation of wildflower meadows, ponds	<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>	N/A

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37	Biodiversity	Concern that the scheme is negatively impacting the environment and trees are being cut down and wildlife corridors lost.	<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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2).</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. 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. 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>	N/A
38	Biodiversity	Notes all natural habitats should be maintained or relocated.	<p>National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme.</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>	N/A
39	Biodiversity	Concerned about the time it will take for mitigation measures to be implemented and new wildlife corridors established. Concerned what will happen to habitats during the construction phase.	<p>National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme.</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</p>	N/A

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			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.	
40	Biodiversity	Suggests the thin strip of woodland alongside Griffin Lane is a continuation of Bickenhall ancient woodland and should be considered in proposals.	<p>The woodlands along Griffin Lane are not included on the Natural England inventory of ancient woodlands. These woodlands have, however, been subject to botanical surveys which have confirmed that they are lowland mixed deciduous woodland, which is a habitat of principal importance. As such these woodlands have been valued as being of national importance for the purposes of the Environmental Impact Assessment (EIA).</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. Where impacts upon protected species and habitats have been identified, specific mitigation strategies (amphibians, aquatic environment, badger, bats, barn owls, breeding and wintering birds, hazel dormouse, habitats, otters, reptiles, terrestrial invertebrates and water vole) have been developed with input from Natural England; these are provided within Environment Statement Appendices 8.24 to 8.35 (Document Reference 6.4) submitted with the Development Consent Order application.</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 Development Consent Order application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	No
41	Climate	Concern that changes in projected travel levels, given transitions to low carbon vehicles, might mean the project is not needed in its current form in the future.	<p>The proposal to upgrade the A358 to a high-quality dual carriageway between Southfields roundabout on the A303 and M5 junction 25 at Taunton is to address the traffic issues and long delays currently experienced along the route. The section of the A358 being upgraded by the scheme provides a link between Ilminster and Taunton, but will form part of a wider strategic network that creates links between the South West, south and South East of England. Journey time reliability will improve through the change in form of the road, providing benefits to the users of the route through increased overtaking opportunities and a higher capacity to cater for the increased travel demand projected for future years. 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 work undertaken all adheres to TAG (Transport Appraisal Guidance) 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 COVID, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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.</p>	No
42	Climate	Provision of cycling should be encouraged within the new road layout designs as it could reduce carbon emissions.	<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> <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 seeks to 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</p>	N/A

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			<p>journeys. It would connect to the local road network and the Sustrans National Cycle Network and includes new traffic-free routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.</p>	
43	Climate	<p>Copied from paragraph 7) (2) of the Community of Parishes response "Since the scheme inception in 2014, the environmental issue of climate change has risen to prominence. The 2014 ideology of building big may now be out of step with current thinking of building small, the phasing out of petrol and diesel cars, and nudging seasonal travellers to alternatives like rail."</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 Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2).</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 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
44	Climate	<p>Concerned the scheme will significantly add to GHG emissions both through direct production of emissions and by the large-scale behavioral changes required to deliver less road usage. Suggests the scheme undermines the SCC Climate Emergency strategy to substantially reduce the county's GHG emissions. Considers that Somerset cannot meet it's target for GHG emissions in the county without addressing the contribution from motor vehicles. Concern that while for accounting purposes the GHG emission can be moved centrally, this doesn't affect the reality for the county, the undermining of behavioural change, and the negative local impact of associated pollutants, journey times, and miles travelled to and from all adversely affected parishes.</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 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> <p>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.</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
45	Climate	Copied from paragraph 7) (2) of the Community of Parishes response "Since the scheme inception in 2014, the environmental issue of climate change has risen to prominence. The 2014 ideology of building big may now be out of step with current thinking of building small, the phasing out of petrol and diesel cars, and nudging seasonal travellers to alternatives like rail."	<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 Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2).</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 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
46	Climate	Since the scheme inception in 2014, the environmental issue of climate change has risen to prominence. The 2014 ideology of building big may now be out of step with current thinking of building small, the phasing out of petrol and diesel cars, and nudging seasonal travellers to alternatives like rail.	<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> <p>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.</p>	No
47	Climate	Consider that the project will have a detrimental impact on climate change, both in the initial construction phase and operation phase. A more innovative, multi-modal transport solution will be necessary.	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	No

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			<p>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> <p>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.</p>	
48	Climate	Highlights that the current concerns regarding climate change should be making us all reduce car journeys and value green spaces. Considers that however much you asses, consider and evaluate the impact will be the same.	<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> <p>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.</p>	No
49	Climate	Considers the project will have an impact on climate change during construction and operation due to increased road capacity and increase car usage.	<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>	No

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			<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> <p>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.</p>	
50	Climate	Suggestion for including EV charging ports within the proposals.	National Highways acknowledges the range of views expressed. The provision of electric car charging points is outside of the scope of this scheme. However, National Highways has carefully considered alternatives to the scheme during the refinement of current design and through the options identification and appraisal process, including alternative modes of transport. An assessment of alternative modes of transport has been summarised in the Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2).	No
51	Climate	Concern the proposals have no mitigation plan and no proposal to incorporate carbon off-setting into the scheme and to ensure it is carbon neutral.	<p>National Highways is committed to reducing carbon emissions and has considered carbon throughout the stages of the scheme. Environmental Statement Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200 and 300 hectares of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.</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 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
52	Climate	Objects to the conclusions in the PEI Report that carbon cost of the scheme would be offset. Highlights that the independent climate change council appointed by the government stated that only 20% of required	National Highways is committed to reducing carbon emissions and has considered carbon throughout the stages of the scheme. Environmental Statement Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction. The	No

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		<p>reductions will be achieved, and therefore it is considered that only 20% of this scheme is accounted for in carbon offsetting.</p>	<p>scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200 and 300 hectares of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.</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 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>	
53	Climate	<p>Considers the scheme unacceptable on the basis that there is no climate impact mitigation plan and no proposal to incorporate carbon offsetting into the scheme and to ensure it is carbon neutral.</p>	<p>National Highways is committed to reducing carbon emissions and has considered carbon throughout the stages of the scheme. Environmental Statement Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200 and 300 hectares of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.</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 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

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54	Climate	Concern about the construction impacts of the scheme as considers there will be increased noise during and after construction and increased vehicle numbers.	<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
55	Climate	Objects to the scheme as we are in a climate emergency and therefore requests measures should be taken to reduce vehicle traffic on the road and move towards rail and public transport.	<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> <p>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.</p>	No
56	Climate	Concerned the scheme is contributing to carbon emissions.	<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</p>	No

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			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.	
57	Climate	Suggests the recent prominence of climate change as an environmental issue means the 2014 ideology of the project is outdated and building big is out of step with currently thinking around building small, phasing out petrol and diesel cars and nudging seasonal travellers to take rail alternatives.	<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> <p>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.</p>	No
58	Climate	Considers the PEI Report does not address the climate change issue	<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
59	Climate	Concern that NH is considering a scheme when the UK is currently struggling to tackle climate change by reducing carbon emissions	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.	No

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			<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>	
60	Climate	Considers the scheme will have a detrimental impact on climate change during construction and operation.	<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
61	Climate	Concerned extra pollution will be created by adding more queuing traffic and concerned over the carbon footprint of the scheme.	<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

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62	Climate	Notes that climate change is a threat to all nature.	<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
63	Climate	Considers the scheme will have a detrimental impact on climate change during construction and operation by encouraging the proliferation of car traffic,	<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
64	Climate	Considers the current proposal is unacceptable on the basis that there is no climate impact mitigation plan and no proposal to incorporate carbon off-setting into the scheme and to ensure it is carbon neutral.	<p>National Highways is committed to reducing carbon emissions and has considered carbon throughout the stages of the scheme. Environmental Statement Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction. The scheme does not include remediation measures to directly offset or sequester greenhouse gas emissions. It is estimated that an area of between 200 and 300 hectares of forest would be required to sequester the embodied carbon impacts of the scheme over its design life. Therefore, an intervention to sequester the carbon impacts of the scheme is not considered feasible.</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>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised 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 '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>	
65	Climate	Suggests the over-engineering and expensive proposals will increase the carbon emissions. Concerned that National Highways have not considered climate change in the proposals.	<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
66	Climate	Considers the scheme goes against goals to reduce carbon footprints and halving emissions by 2030 to achieve climate goals.	<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

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67	Climate	Concern about the scheme impact on climate change and carbon impact, states the scheme will not go ahead	<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
68	Climate	Concern that the scheme would give rise to a significant effect on the climate and is not consistent with the UK Government ambitions for Net Zero	<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
69	Climate	Concerned that given issues of climate change it is inappropriate to cut through the landscape and increase air and noise pollution as well as negatively impacting the local wildlife.	<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</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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> <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>	
70	Climate	Considers the project will also have a detrimental impact on climate change by encouraging the proliferation of car traffic.	<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
71	Climate	Concern the construction of the scheme will contribute to climate change during a time where climate change needs to be prevented	<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</p>	No

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72	Climate	Highlights the need to response to the climate and biodiversity emergencies and that there is need to move to zero / low carbon transport with low land take. Concern that the world is and needs to change rapidly the whole scheme is out of date and hugely damaging to the environment.	<p>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> <p>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.</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 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> <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	Climate	Concerned limited recourses are being spent on something that will harm the economy, our environment and peoples health in the long term.	<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.</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>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>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</p>	No

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			<p>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.</p> <p>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>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>	
74	Climate	Considers the scheme construction will be impacted by climate change	<p>The scheme has been designed to improve its resilience to climate change through a range of design and construction standards, good engineering practice and material specification measures including the following:</p> <ul style="list-style-type: none"> <li>• The use of construction materials with appropriate durability requirements (such as increased resilience to thermal loading from fluctuating temperatures).</li> <li>• Incorporation of current road design standards and future climate change allowances.</li> <li>• Structures to be prefabricated off-site where feasible to reduce on-site construction activities.</li> <li>• Construction materials to be delivered 'just-in-time' to avoid on-site storage of materials and construction materials and allowing materials which are stored on-site to be protected to minimise damage and thereby enter the waste stream, e.g., by periods of heavy precipitation.</li> <li>• Risk of heat stress to site personnel from exposure to extreme temperatures to be managed through the provision of necessary personal protective equipment and facilities.</li> <li>• Sufficient time to be included within the construction programme or consider changing the timing of construction activities to reduce risks relating site personnel, plant and machinery associated with high temperatures and prolonged periods of heavy precipitation.</li> <li>• Material stockpiles and structures to be inspected before and after extreme weather events to ensure stability and incorporate such measures into materials management plans.</li> </ul> <p>Furthermore, a number of general mitigation and adaptation measures to address the potential impacts associated with climate change events during the operation of the scheme have been considered. Most weather and climate-related resilience effects during operation are expected to be mitigated through measures embedded in the design of the scheme, providing a level of resilience throughout operation. Mitigation measures considered in the assessment include the following:</p> <ul style="list-style-type: none"> <li>• Drainage infrastructure has been designed with sufficient allowance to account for climate change and to withstand extreme rainfall events.</li> <li>• The number of structures constructed within the floodplain have been avoided or reduced.</li> <li>• Flood compensation storage areas will be provided.</li> <li>• The material properties of the pavement (i.e. use of phenylmagnesium bromide) will be considered to enhance the durability of the pavement during high temperatures.</li> <li>• Soft landscape features are to be maintained following establishment through watering in periods of dry weather and carrying out periodic inspections to monitor the establishment of new planting.</li> <li>• Regular inspection of drainage infrastructure and structures has been specified to assess the condition after extreme weather events.</li> </ul> <p>A comprehensive list of embedded mitigation and adaptation measures for all climate risks is identified within Environmental Statement Chapter 14 Climate (Document Reference 6.2).</p>	No
75	Construction	Considers the construction of the road provides an opportunity to mitigate against flooding and contribute to the wider management of flood risk in the Tone Valley	<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

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76	Construction	Disagrees with the scheme as considers there to be a large land grab during construction	<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>The proposed development 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 health (Document Reference 6.2).</p>	N/A
77	Construction	Considers the sooner construction is started the sooner the environment will benefit	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	No
78	Construction	States that the estimates for embodied carbon in construction are too low. Comments that if cement is 750kg per tonne the calculations suggest the scheme is only using 110,000 tonnes of carbon which is too low.	<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 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.</p>	N/A
79	Consultation	Considers the PEI non-technical summary document was difficult to access and should have been incorporated within the consultation brochure.	<p>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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response



Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</p> <p>As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.1, Appendix 4.4) and SoCC Addendum (Document Reference 5.1, Appendix 7.4) 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>	
80	Consultation	Considers the PEI Report was difficult to access and should have been incorporated within the consultation brochure.	<p>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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</p> <p>As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.1, Appendix 4.4) and SoCC Addendum (Document Reference 5.1, Appendix 7.4) 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>	N/A
81	Consultation	Considers the general public should be consulted with regarding the environmental impact of the scheme after the EIA has been completed.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, 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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in</p>	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</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 7.4) 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>As set out in this report, 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>	
82	Consultation	Object to consultation in advance of finalisation of the PEI.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, 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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</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 7.4) 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>As set out in this report, 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</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.	
83	Consultation	Concern expressed that there there is little or no detail on pages 28 and 29 of the booklet and suggests that far more analysis and information is required.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, 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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</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 7.4) 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>As set out in this report, 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>	N/A
84	Consultation	Queries the relevance of the consultation process as it is not considered that National Highways are accounting for public responses.	<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 Chapters 5, 8 and 9 (Document Reference 5.1).</p>	N/A
85	Consultation	Considers the non-technical summary document is difficult to access and should have been incorporated into the consultation brochure.	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	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</p> <p>As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.1, Appendix 4.4) and SoCC Addendum (Document Reference 5.1, Appendix 7.4) 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>	
86	Consultation	Supports the Community of Parishes and the West Hatch Parish Council response in relation to the PEI Report	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
87	Consultation	Notes the effectiveness of the consultation event and questions were answered on trees and newts.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
88	Consultation	Requests that figures on the carbon impact of the scheme should be published in plain English for transparency reasons ahead of the scheme going ahead. Suggests this is already being assessed and will allow the public and politicians to decide for themselves if it is environmentally responsible to go ahead with the scheme.	<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 period including in-person events, webinars, webchats, and freephone service to help ensure the consultation and its content was accessible and understandable.</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 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
89	Consultation	Notes difficulties in navigating the PEI report due to excessive detail and limitations in the summary document.	The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed	N/A

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			<p>scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The Preliminary Environmental Information Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared in support of this application to fully assess the scheme in accordance with the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>As set out in this report, 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>	
90	Consultation	Considers there to be an insufficient evidence base provided in the PEI report, particularly lack of plans.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The Preliminary Environmental Information Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared in support of this application to fully assess the scheme in accordance with the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>As set out in this report, 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>	N/A
91	Consultation	Disagrees with the findings of the PEI assessment.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The Preliminary Environmental Information Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared in support of this application to fully assess the scheme in accordance with the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>As set out in this report, 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>	N/A
92	Consultation	Concern that the collection of data for the PEI Report has been inefficient and lacked coordination.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this</p>	N/A

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			<p>application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, 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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</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>As set out in this report, 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>	
93	Consultation	Notes difficulties in accessing the PEI report online and concerned it was not made easily accessible.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, consultation encompassed a wide range of</p>	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</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>As set out in this report, 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>	
94	Consultation	Requests more information please and strong reliable evidence, and asks when will the full report be made available to the public for comment and feedback	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, 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 Consultation Report Chapters 4 and 7. 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.</p> <p>Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<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>As set out in this report, 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>	
95	Consultation	Considers insufficient PEI information available to make a comment.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation in 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	N/A
96	Consultation	Considers the general public should be consulted on the environmental impact of the project once the Environmental Impact Assessment has been completed. Considers it unacceptable that the public are expected to form an opinion based on preliminary findings only.	<p>The purpose of the Preliminary Environmental Information (PEI) Report was to provide a preliminary assessment of potential impacts based on available information to inform statutory consultation. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to assist stakeholders to provide their feedback during the consultation exercise.</p> <p>Since the publication of the PEI Report, National Highways has been gathering further information from ongoing surveys, landowner engagement, collaboration with statutory and non-statutory bodies, and have collated feedback into an updated baseline. This has informed an updated assessment, which is presented within the Environmental Statement (Document Reference 6.2)</p> <p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This</p>	N/A

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			<p>baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>The Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures.</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>As set out in the Consultation Report, 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>	
97	Consultation	<p>Considers the general public should be consulted with regarding the environmental impact of the scheme after the EIA has been completed. Considers it unacceptable that the public are expected to form an opinion based on preliminary findings only.</p>	<p>The purpose of the Preliminary Environmental Information (PEI) Report was to provide a preliminary assessment of potential impacts based on available information to inform statutory consultation. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to assist stakeholders to provide their feedback during the consultation exercise.</p> <p>Since the publication of the PEI Report, National Highways has been gathering further information from ongoing surveys, landowner engagement, collaboration with statutory and non-statutory bodies, and have collated feedback into an updated baseline. This has informed an updated assessment, which is presented within the Environmental Statement (Document Reference 6.2)</p> <p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>The Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures.</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>As set out in the Consultation Report, 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</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.	
98	Consultation	Considers the general public should be consulted on the environmental impact of the project once the Environmental Impact Assessment has been completed, and reviewed	<p>The purpose of the Preliminary Environmental Information (PEI) Report was to provide a preliminary assessment of potential impacts based on available information to inform statutory consultation. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to assist stakeholders to provide their feedback during the consultation exercise.</p> <p>Since the publication of the PEI Report, National Highways has been gathering further information from ongoing surveys, landowner engagement, collaboration with statutory and non-statutory bodies, and have collated feedback into an updated baseline. This has informed an updated assessment, which is presented within the Environmental Statement (Document Reference 6.2)</p> <p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>The Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures.</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>As set out in the Consultation Report, 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>	N/A
99	Cultural heritage	Considers the scheme will impact the cultural heritage of South Somerset sits uneasily with the traditional, agricultural heritage of this part of the county.	Environmental Statement Chapter 6 Cultural heritage (Document Reference 6.2) includes an assessment of the significance and qualities of the historic landscape character and the impact of the scheme upon it, including within South Somerset (Appendix 6.2 Historic Landscape Character Assessment and Appendix 6.4 Impact Assessment Tables). The impact of the scheme on the landscape character is also included in Environmental Statement Chapter 7 Landscape and visual effects.	N/A
100	Cumulative effects	Concerned that facilitating growth at key development hotspots has been outlined as a principle of the scheme. Concerned public funds have been used to open doors to developers to gain approval for their plans. Concerned Wimpey has been sold much land near Orchard Portman and concerned the area will be developed as a result of the road updates.	Development of settlements and housing is determined by the local planning authority and 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). 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).	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
101	Economics	Concerned there will be no economic gain for Hatch Beauchamp.	<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
102	Engineering design	Suggests that there is a need to create a flyover for traffic to go over the Southfields roundabout for traffic along the A303, meaning the A358 traffic and local traffic would be reduced on the roundabout.	<p>The scheme proposal for Southfields roundabout includes a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East), a three lane approach from the A303 (East), a three lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>Southfields roundabout design has been further amended following consultation feedback in order to maximise road safety and further enhance capacity of the junction. These changes are an increase in the length of the parallel merge layout to the A303 eastbound from the segregated left turn lane at the roundabout, and the widening of the A358 (West) approach between Ilminster Services and the roundabout.</p> <p>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 (RIS 3) 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>	No
103	Engineering design	Concerns no part of the design is improving the environment.	<p>National Highways acknowledge 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> <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 (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p>	No
104	Engineering design	Suggests the central reservation should be reduced in order to limit the land take and reduce the loss of productive farmland.	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section.	No
105	Engineering design	Suggests that to minimise environmental effects the scheme's footprint should be reduced and non-expressway standard of dual carriageway adopted.	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	No

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			<p>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>	
106	Engineering design	Considers that the size of the road is not necessary and proposed junctions excessive. Suggests just dualling the whole road should be sufficient.	<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>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.</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>	No
107	Engineering design	Considers the scheme will be ecologically damaging but this ecological damage can be minimised through bypassing Henlade and improving Southfields only.	<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</p>	No

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			<p>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> <p>National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process.</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. Where impacts upon protected species and habitats have been identified, specific mitigation strategies (amphibians, aquatic environment, badger, bats, barn owls, breeding and wintering birds, hazel dormouse, habitats, otters, reptiles, terrestrial invertebrates and water vole) have been developed with input from Natural England; these are provided within Environment Statement Appendices 8.24 to 8.35 (Document Reference 6.4) submitted with the Development Consent Order application.</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 Development Consent Order application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	
108	Environment	Request's consideration be had for the impact of the road during operation on ancient woodland as considers it is anticipated there will be an increase in traffic	Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the Development Consent Order application.	Yes
109	Environment	Highlights that ancient woodland has been used as the reasoning for not moving lanes or road positioning, however the PEI Report highlights that the road will have a permanent negative effect on this regardless. Queries why there is no consideration being given to the other 10 proposals put forward by the local parish councils, with only 5 of 15 being included to date.	Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the Development Consent Order application.	Yes
110	Environment	Concern that planting sapling trees to replace older established trees that have been felled would not replace ancient ecosystems.	<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</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

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			<p>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>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2).</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. 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. 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>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</p>	
111	Environment	Considers the EIA should be looking at a much wider area when considering the impact of the scheme.	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, referring to the relevant standards as appropriate.	No
112	Environment	Concern that if new habitats need to be developed due to the destruction of older ones by the construction of the road and junctions, this will be at the expense of other land including the planting of trees on otherwise prime agricultural land.	<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 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</p>	No

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			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.	
113	Environment	<p>Concern that the whole project would have a massive impact on local wildlife, and the dualling of the road from Mattock's Tree Green to Southfields would not provide any benefit to the flow of traffic, but would destroy a lot of habitats.</p> <p>States that an environmental survey undertaken on their property indicated the roosting of rare bats and other animals that require large areas to feed from.</p> <p>Highlights that the installation of the dual carriageway would destroy vast areas of habitats and feeding grounds for animals.</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>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
114	Environment	<p>Concern that the whole project will have a massive impact to local Wildlife, and the dualling of the road from Mattock's Tree Green to Southfields will not provide any benefit to the flow of traffic, but will destroy a lot of habit. States that an Environmental survey on their property which indicates the roosting of rare bats and other animals that require large areas to feed from. Highlights that the installation of the dual carriageway would destroy vast areas of habitats and feeding grounds for animals.</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>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>	Yes

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
115	Environment	Concern about the scheme impact on the effects on designated sites and protected species	<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 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> <p>A Habitats Regulations Assessment - Screening &amp; Statement to Inform Appropriate Assessment (Document Reference 6.5) presents the assessment of effects on european designated sites.</p>	No
116	Environment	Considers the scheme will be ecologically damaging and will have significant impact to the area and wildlife. States attenuation ponds will need reedbeds to avoid water run off which will impact the ecologically diverse waterways in the area.	<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 attenuation basins will be allowed to become vegetated by aquatic plants that will not reduce the volume of the basin. These will still be effective in removing the pollutants found within the routine runoff, to the standard indicated by the highway runoff assessment.</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>	N/A
117	Environment	Reiterates the West Hatch parish council response to question 7.	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

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118	Environment	Supports the views of Broadway Parish Council and the Community of Parishes given in Item 7 of their responses.	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
119	Environment	Considers the scheme will impact the cultural heritage of the landscape which will need careful examination.	National Highways acknowledges this concern. An assessment of the effects of the scheme on cultural heritage assets and their setting in the landscape is presented in Environmental Statement Chapter 6 Cultural heritage. National Highways also 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.	No
120	Environment	Suggests the primary objective should be to minimise carbon emissions and environmental damage. Suggests the scheme fails to minimise environmental impact by proposing an over-engineered dual carriageway when a smaller scale improvement would be equally as effective.	<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 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
121	Environment	Consider that the environmental impact of the scheme points to minimising the scheme footprint, which in turn points to a non-Expressway standard dual carriageway.	<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 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>	No
122	Environment	Considers the environmental impact of an expressway to be greater than that of a standard dual carriageway. Considers this unwarranted and avoidable should the design change to dual carriageway standards.	<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</p>	No

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			<p>Environmental Statement (Document Reference 6.2).</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>	
123	Environment	Suggests that there is need to create a link for wildlife in the environment to survive and thrive, i.e. underpasses for migrating animals i.e. deer, hedgehogs etc. at night to avoid road accidents and could also be used as footpath bridleway. Considers that this would save money and give something back to the environment.	<p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	Yes
124	Environment	Considers that there is a need to be more sympathetic to the environment. Concern that the vegetation inbetween the two carriageways of an expressway will only create barren land. Suggests under and overpasses would help wildlife and safety.	<p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	Yes
125	Environment	Supports the PEI Report referencing the forestry commission standing advice on ancient woodland with a 15m buffer zone. Supports smaller woodlands not being picked up by the lower threshold of the Ancient Woodland Inventory. Considers the PEI Reports reflects the value of the existing woodland and the need to replace with mixed climate-resilient woodland	<p>National Highways have undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment (EIA) and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan (EMP) (Document Reference 6.4 Appendix 2.1) as part of the Development Consent Order application, 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>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. The scheme has also been designed to avoid direct impacts on ancient woodland which is considered to be an irreplaceable habitat. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment</p>	No

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			<p>Report (Document Reference 6.4, Appendix 7.3 Tree Survey and Arboricultural Impact) as part of the Environmental Statement submitted with the Development Consent Order application.</p> <p>Habitat protection measures are detailed within the EMP, such measures include the establishment of no-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.</p> <p>All new woodland 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 Development Consent Order 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 prescriptions and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p>	
126	Environment	Requests that National Highways consider environmentally friendly materials and road building methods such as encouraging EV charging	<p>The Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) outlines measures to be implemented by the contractor to control potential impacts during the construction stage. This includes a Register of Environmental Actions and Commitments (REAC). The EMP is a live document and will be further refined prior to and during the construction stage in accordance with the Design Manual for Roads and Bridges LA120 Environmental Management Plans.</p> <p>The provision of electric car charging points is outside of the scope of this scheme.</p>	No
127	Environment	Concerned over the environmental impact of the whole scheme. Notes that Somerset is a beautiful county and objects to anything that would detriment it or its people.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	N/A
128	Environment	Concern raised that covering hectare upon hectare of land (good agricultural land) with roads can never be a positive action.	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
129	Environment	Concerns surrounding the further loss of agricultural land.	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
130	Environment	Highlights that with the exception of Henlade, air quality is generally good in the area. Due to the large footprint, the scheme will have a permanent significant adverse effect on Vale of Taunton Deane and North Curry Sandstone ridge landscapes and their views.	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.	No

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131	Environment	States that sympathetic planting of trees and shrubs local species to area will help with screening, CO2 absorption, and provide cover for wild life	<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
132	Environment	Highlights that there are a large number of oak trees approx. 300 years old near Nexus roundabout and a black poplar tree along the stream.	<p>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or impacts minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3 Tree Survey and Arboricultural Impact) submitted with the Development Consent Order application.</p> <p>The design has been refined to avoid direct impacts to veteran and notable trees where possible. During construction two veteran trees that fall within the land required for construction of the southbound carriageway of the scheme south of Jordans Park would be unavoidably lost. As irreplaceable habitat features, loss of veteran trees cannot truly be mitigated. However, compensatory measures, which would include measures to extend the longevity of retained veteran trees, and 'veteranisation' (the process of causing intentional damage to younger trees to mimic and accelerate the conditions under which the decay features of ancient and veteran trees form) would be employed. The scheme also includes details of the creation of three native black poplar 'arc' sites associated with riparian corridors where the species is already identified. The scheme would not result in the loss of any other veteran trees and the mature trees referred to near the Nexus 25 roundabout and stream sit outside of the site clearance boundary.</p>	No
133	Environment	Concerned the scheme does not protect the veteran trees identified as irreplaceable under the NPPF	<p>The design has been refined to avoid direct impacts to veteran trees where possible. However, during construction two veteran trees that fall within the land required for construction of the southbound carriageway of the scheme south of Jordans Park would be unavoidably lost. As irreplaceable habitat features, loss of veteran trees cannot truly be mitigated. However, compensatory measures, which would include measures to extend the longevity of retained veteran trees, and 'veteranisation' (the process of causing intentional damage to younger trees to mimic and accelerate the conditions under which the decay features of ancient and veteran trees form) would be employed.</p>	No
134	Environment	Concerned the proposal will infringe on many natural habitats due to its design encroaching on more land than necessary. Concerned the proposal will change the local habitat and put residents of living in the area.	<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 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>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<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> <p>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>	
135	Environment	Minimising the environmental impact of the scheme points to minimising the scheme footprint, which in turn points to a non-Expressway standard dual carriageway.	<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 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>	No
136	Environment	Requests that the scheme is carried out with minimal environmental impact and the provision on environmental enhancement where possible.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
137	Environment	Considers the scheme is not driven by a need to conserve and protect the environment and that it would instead invade and destroy 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 effects of the scheme both positive and negative are presented in the Environmental Statement</p>	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			(Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).	
138	Environment	Concerned the PEI report describes many permanent significant adverse effects to the environment for example loss in landscape character, agricultural land, protected species, habitats and Bickenhall Wood. Concerned the PEI report also outlines a significant adverse effect from noise. Considers these adverse effects do not outweigh the benefits of the scheme, especially the severe impacts that will occur on statutory protected species.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</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>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
139	Environment	Considers an expressway design unnecessary and suggests a simple dual carriageway would have less impact on the environment and landscapes.	<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 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
140	Environment	Requests sight of the PEI report and queries how it would be obtained.	Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report,	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised 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 consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.</p> <p>As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.1, Appendix 4.4) and SoCC Addendum (Document Reference 5.1, Appendix 7.4) 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>	
141	Environment	Considers the conclusions in the PEIR underestimate the adverse impact of road building.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</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>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
142	Environment	Disagrees with the findings of the Preliminary Environmental Impact Assessment and considers it unacceptable the public are expected to form a view based on preliminary findings only.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to</p>	No

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			that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).	
143	Environment	Concern that the PEI Report significantly underestimates the damage to the environment that will be caused by the proposals, with significant over use of land is being put aside for this single road. Suggests the use and waste of land needs to be significantly reduced, as do the use of water pits to store water.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>We note your specific concern over two issues: the amount of land taken and the use of water pits. 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). National Highways proposes attenuation basins, designed to even out the flow of rainfall moving off the road surface to a rate that does not increase the likelihood of flooding into watercourses into which we discharge runoff, and it is this requirement which controls the number, size and location of attenuation basins along the route.</p>	No
144	Environment	Considers that they are unable to comment until full environmental surveys have been completed and detailed results have been published.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	No
145	Environment	General objection to the information presented in the PEIR.	The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the	No

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	
146	Environment	Concern raised that there is no information in the PEI Report about the aspects that are being evaluated. Considers that effect of dualling the A358 will have a negative effect on all the topic areas as listed on page 29.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</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>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
147	Environment	Concerned by the phrasing of the booklet whereby each paragraph starts with 'we are considering' or 'we are assessing'. Concerned the information doesn't outline what the actual impacts and processes are.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this</p>	No

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			<p>application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	
148	Environment	Questions how decisions can be made without the full environmental picture as currently most of the information is either preliminary or incomplete.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	No
149	Environment	Considers environmental assessments have not been completed and therefore unable to comment on observations made. Questions whether it is possible to present this as a public consultation without the information.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	No
150	Environment	Suggests the assessments have not been completed and therefore a comment cannot be made on observations. Questions the presentation of this at a public consultation due to no facts or information.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the</p>	No

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	
151	Environment	Considers the PEI Report to not have enough detail and considers it to leave lots of questions unanswered.	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	No
152	Environment	States that they cannot comment on the PEI as it is still under assessment	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	No
153	Environment	Considers the PEIR not to be a thorough report. Considers the development an environmental disaster which would be confirmed by an extensive, unbiased environmental report.	The Preliminary Environmental Information (PEI) Report published for statutory consultation 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement has been prepared in support of this application to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p>	
154	Environment	Support the preservation of the countryside as set out in the PEIR. Concern raised that a bypass would create loss of green space.	<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
155	Environment	Concern raised that the PEI Report states that the extra traffic from the scheme would increase carbon emissions by 1,963,000 extra tonnes over the 60 year appraisal period. Objection to the principle of development on this basis.	<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 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
156	Environment	Considers the scheme will increase the carbon footprint which will need careful examination.	<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>	No

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Row Number	Topic	Matters raised in response to consultation – matters raised 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 '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 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>	
157	Environment	Concern that the scheme is aimed at motorists which will increase cars and lead to more pollution and levels of carbon dioxide.	<p>National Highways note comments raised in relation to the effect of the scheme on air quality. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in Nitrogen Dioxide (NO2) concentrations within the Air Quality Management Area at Henlade.</p> <p>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
158	Environment	Concern expressed that noise and light pollution would be increase; wildlife displacement; impact on prime agricultural land needed for food production; and impact on ancient woodland and rare species of plants and insects in this area.	<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>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).</p> <p>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.</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 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;</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

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			<p>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> <p>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</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> <p>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	
159	Environment	Concern that the scheme will destroy the landscape, wildlife areas and not make a better 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>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 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</p>	No

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			<p>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> <p>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	
160	Environment	Concern raised about the significant environmental damage just to reduce journey times by a few minutes.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
161	Environment	Concerned the proposal is harmful and detrimental to 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
162	Environment	Highlights the potential disastrous effects on the local area	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
163	Environment	Considers to minimise the environmental impact of the scheme, the footprint should be minimised and amended to be a non-expressway standard dual carriageway.	<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</p>	No

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			<p>Environmental Statement (Document Reference 6.2).</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>	
164	Environment	Suggests the PEI report highlights the negative impacts of the scheme but does not provide any targets for mitigation. Concerned that mitigation will not be considered adequately.	<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 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, referring to the relevant standards as appropriate.</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
165	Environment	Considers the project to be destructive to the environment regardless of any mitigation proposals.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
166	Environment	Considers the least amount of work on the proposal will have the least affect on the environment, as such suggests focus should be had on the junctions either end of the A358 and Henlade bypass	<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>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.</p> <p>The proposed scheme only uses land essential for a development of this nature, including the environmental</p>	No

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			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).	
167	Environment	Concerned the proposals will have a huge detrimental environmental impact.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
168	Environment	Considers the whole project detrimental to the local 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
169	Environment	Considers the PEI report to highlight fundamental flaws in the current scheme due to the adverse environmental impact of proposals.	<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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
170	Environment	Disagrees with the scheme as considers it will have a dreadful affect 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>	No

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).	
171	Environment	Considers there will be a negative impact on the environment including, air quality carbon footprint, cultural heritage, noise 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> <p>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
172	Environment	Concern that the proposed scheme would negatively impact a beautiful area, with a substantial and varied ecology - and that any major construction work, however carefully managed, would create impacts. Highlights that the PEI report looks at every aspect in the most positive light, which is considered unrealistic.	<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 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
173	Environment	Considers not enough has been done to mitigate the environmental impact of the road	<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 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</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>chapters, referring to the relevant standards as appropriate.</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>	
174	Environment	Considers that apart from Henlade air quality, there will be no other benefits to the environment from the scheme and despite mitigation the construction of such a significant infrastructure project will cause environmental damage.	<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. 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> <p>The effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	No
175	Environment	Objection to the proposed scheme for environmental reasons. Highlights that the environment is irreplaceable and should not be compromised for economic gain. Concern that the proposals would have a negative impact on the current 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>	No
176	Environment	Considers the environment and wildlife should a top priority 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.</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 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
177	Environment	Notes the need to ensure there is a sufficient budget remaining at the end of the scheme to deliver tree planting and noise reduction.	National Highways recognises the significance and sensitivity of the landscape, and proposed planting responds to the landscape character. The proposed planting design is shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). Where possible mitigation measures seek to	No

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>avoid or minimise impacts and retain local character and visual amenity. Planting specification and details of aesthetics for structures would be developed at the detailed design stage.</p> <p>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).</p>	
178	Environment	Suggestion to plant plenty of trees.	National Highways recognises the significance and sensitivity of the landscape, and proposed planting responds to the landscape character. The proposed planting design is shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). Where possible mitigation measures seek to avoid or minimise impacts and retain local character and visual amenity. Planting specification and details of aesthetics for structures would be developed at the detailed design stage.	No
179	Environment	Objection to the destruction of wildlife habitats and comments that there is no reason to do this.	<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 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
180	Environment	States that any new road system that goes through open farmland is going to have an impact on local biodiversity	<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 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</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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>	
181	Environment	Disagrees with the scheme as considers it will destroy woodland and wildlife habitats	<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 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
182	Environment	Considers that maintaining green spaces and reducing emissions are vital.	<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

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

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			<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> <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>	
183	Environment	States that the proposal is a huge development with a long period of construction that would devastate the green countryside and biodiversity of the area	<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 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
184	Environment	Concerned that in building the scheme countryside and wildlife habitats will be destroyed.	<p>National Highways note the concern over the potential for the scheme to impact natural habitats. 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</p>	No

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			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.	
185	Environment	Considers the scheme will destroy habitats	<p>National Highways note the concern over the potential for the scheme to impact natural habitats. 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
186	Environment	Considers there is a potential for the scheme to impact the risk of 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
187	Environment	Highlights that flooding assessment must be complete before construction	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
188	Environment	States that scheme will destroy infrastructure, cause flooding due to lack of soil integrity, destruction of wildlife and habitat.	<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 Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) outlines measures to be implemented by the contractor to control potential impacts during the construction stage. This includes a Register of Environmental Actions and Commitments (REAC) and a Soils and Resource Management Plan (Annex I, Appendix 2.1). The EMP is a live document and will be further refined prior to and during the construction stage in accordance with the Design Manual for Roads and Bridges LA120 Environmental Management Plans.</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</p>	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
189	Environment	Suggests that at least one green bridge or wildlife underpasses should be implemented to make the project more environmentally friendly.	<p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	Yes
190	Geology and soils	Requests further research on soil erosion and nitrate issues. States that drainage ponds need filtration of outflows via environmentally friendly solutions such as reed beds	<p>A Soil Resource Management Plan (Document Reference 6.4, Appendix 2.1, Annex I) for the scheme has been prepared by National Highways as part of the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and will be adhered to throughout the construction phase in order to mitigate the effects of soil erosion as far as practicable. This management plan will ensure that all construction works are being undertaken in accordance with the requirements of the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' and the British Standard 3882:2015 - Specification for Topsoil.</p> <p>The Drainage Strategy Report (Document Reference 6.4, Appendix 13.6) describes the sustainable drainage systems considered as part of the preliminary design which include attenuation basins, filter drainage, grassed surface water channels and open ditches.</p>	No
191	Landscape and visual impacts	Suggests further landscaping and tree planting measures could be implemented.	<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>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement submitted with the DCO application.</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction.</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response



Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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>	
192	Landscape and visual impacts	Concerns relating to any overhead lighting that is used. Requests that all steps are taken to avoid light pollution.	<p>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.</p>	N/A
193	Landscape and visual impacts	Requests bunding and acoustic fencing on the south side of the proposed A358 between Nexus and Lower Henlade to screen the road from nearby dwellings. Requests if street lighting is provided on the Nexus roundabout then it be directed onto the arriageway surface with minimal light spillage.	<p>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. 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 Figure 7.8 Environmental Masterplan (Document Reference 6.3).</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). A noise barrier and bund combination will be provided on both sides of the proposed scheme in Lower Henlade. On the eastbound carriageway this will be between approximate chainage 1800 before Stoke Road bridge to just past Stoke Road bridge and on the westbound carriageway it will extend from just past the junction of Greenway Lane and Stoke Hill at approximate chainage 3350 to chainage 1980 just past Stoke Road bridge (travelling west) as detailed in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2) and shown on Figure 7.8 Environmental Masterplans (Document Reference 6.3). The scheme will have a low noise surface which will also minimize noise emissions.</p> <p>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).</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised 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 approaches to the Nexus and Southfields roundabouts. 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, 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.	
194	Landscape and visual impacts	Considers the project will have a devastating impact on 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
195	Landscape and visual impacts	Consider the proposed project will have a devastating impact on the locally- valued landscape and cultural heritage of an agricultural context.	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
196	Landscape and visual impacts	Concern the scheme will have a major impact on 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
197	Landscape and visual impacts	Concern the proposals will impact on 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
198	Landscape and visual impacts	Consider that the area is rural, the large footprint of the Expressway is likely to have a permanent significant adverse effect on the Vale of	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	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Taunton Deane and North Curry Sandstone Ridge landscapes and will adversely impact on views across these landscapes.	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).	
199	Landscape and visual impacts	Concern the scheme will negatively impact the local landscape. Concerned the area will have a significant adverse effect on the Vale of Taunton Deane and North Curry Sandstone Ridge, especially impacting views of these landscapes.	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
200	Landscape and visual impacts	Concern the scheme will have a negative impact on the local landscape and countryside	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
201	Landscape and visual impacts	Highlights that no construction would benefit the environment, and states that building an expressway would blight the rural 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
202	Landscape and visual impacts	Considers the scheme will have a devastating impact on 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
203	Landscape and visual impacts	Concerned that implementing an expressway will have a permanent adverse impact on the landscapes, particularly between Mattock's Green and Southfield's roundabout.	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.	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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).</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 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>	
204	Landscape and visual impacts	Concerned the large footprint of the scheme will have a permanent significant adverse effect on the Vale of Taunton Deane and North Curry Sandstone Ridge landscape and impact on views.	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).	N/A
205	Landscape and visual impacts	Concern about the scheme impact on the visual effects of the area, reduction to tranquility and long terms off or changes to existing 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).	N/A
206	Landscape and visual impacts	Notes that the area is of outstanding beauty, particularly Blackdown Hills and suggests the proposal would be significant detrimental visual impact on the villages.	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
207	Landscape and visual impacts	Concerned the development will take up too many acres of land.	<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</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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>	
208	Landscape and visual impacts	Considers the proposals too large and overly complex and concerned this will lead to excessive land take. Considers excessive land take will result in the landscape, and associated environment and wildlife, being diminished.	<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-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</p>	No

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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>	
209	Landscape and visual impacts	Concern that the scheme will cause an unnecessary waste of agricultural land	<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>	No
210	Landscape and visual impacts	Concerned there will be excessive lighting of the A358 and suggests the road does not need to be lit.	<p>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.</p>	No
211	Landscape and visual impacts	Concerned light pollution has not been accounted for. Suggests there should be no overhead lighting at roundabouts, bridges or alongside highways from Southfields to J25.	<p>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.</p>	No
212	Landscape and visual impacts	Suggests the road should not be lit as this will create light pollution and deter night animals such as owls and bats.	<p>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</p>	No

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
213	Landscape and visual impacts	Concern there is no mention are light pollution within the PER Report and that the scheme will result in light pollution	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
214	Landscape and visual impacts	Questions what will be done to minimise light pollution and whether light can be contained to illuminate the carriageway without producing pollution	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
215	Noise and vibration	Concerned over the noise impact of the road on the AoNB as it is deemed a place of peace an serenity. Notes blowback and feedback noise from current traffic can be heard along the elevated areas of the Blackdown Ridge from Staple Hill to Orchard Portman. Concerned increased noise due to increased traffic and higher speeds will be a detriment to the area.	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
216	Noise and vibration	Concerned the PEIR chapters are contradictory as although accounts for the Blackdown Hills AONB landscape it does not consider the impact of noise in this area. Concerned that the Blackdown Hills AONB features have not been identified in the noise study at this stage.	Design Manual for Roads and Bridges requires that the operational noise study area includes the area within 600m of new road links or roads physically changed or bypassed by the proposed scheme, as well as an area within 50m of other road links with the potential to experience a noise level increase or reduction of more than 1dB in the short term.  Detailed noise modelling has been undertaken as set out in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2) which has included roads which pass adjacent to, or through, the Blackdown Hills Area of Outstanding Natural Beauty. No adverse noise impacts are predicted at receptors in and around the Area of Outstanding Natural Beauty and due to the re-routing of traffic onto the scheme (A358), noise reductions are expected on roads between Orchard Portman and Combe St Nicholas.	N/A
217	Noise and vibration	Considers the scheme will impact residential properties through indirect 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
218	Noise and vibration	Requests the provision of trees to reduce noise pollution from the A303 and A358. Highlights that traffic can be heard from Ilton during early hours and throughout the day.	With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation. In general, to achieve useful mitigation, dense foliage of at least 10m depth and consistent for the full height of the vegetation would be required. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally	N/A

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			adopted as a reliable noise mitigation measure. 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).	
219	Noise and vibration	Requests opportunities are explored to mitigate impacts using the roadside areas. Suggests planting more trees for sound shielding.	With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation. In general, to achieve useful mitigation, dense foliage of at least 10m depth and consistent for the full height of the vegetation would be required. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. 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
220	Noise and vibration	States that Henlade section must get priority to protect the village from noise and to get cars off local 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. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
221	Noise and vibration	Notes there is a prominent south westerly wind that blows towards Hatch Beauchamp and this will exacerbate traffic noise and 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).	N/A
222	Noise and vibration	Requests NH implement mitigation measures such as a low noise surface along the route from Southfields to the M5 junction together with a speed limit of 60mph.	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
223	Noise and vibration	Notes road noise is a problem on Windmill Hill and requests the proposals ensure the road surface is noise reducing and trees are planted.	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
224	Noise and vibration	Concerned over the environmental impact of noise should a standard surface be used on the road. Suggests any noise will seriously impact western parts of Curland and Staple Fitzpaine which are near/within the Blackdown Hills AONB and are in an elevated position. Requests that the road is constructed using a lower-noise surface, particularly in this area but ideally for the whole route. Notes noise-reduction surfacing is considered appropriate in AONB areas.	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).	Yes



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225	Noise and vibration	Suggests there is further opportunity to implement noise barriers.	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
226	Noise and vibration	Concerned the proposals will increase noise pollution despite eventual move towards electric cars.	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
227	Noise and vibration	Suggests that porous asphalt should be used throughout to reduce the noise impact.	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).	No
228	Noise and vibration	Concerned there will be increased noise pollution for local residents.	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
229	Noise and vibration	Requests for noise prevention to be added into the environmental mitigation. Highlights that noise pollution from the motorway was not an issue in the past whereas now noise from the surface of the A303 affects residential amenity.	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
230	Noise and vibration	Notes the road surface on the current A358 eastbound from Southfields roundabout has been resurfaced in a very noisy concrete material. Requests the new A358 does not use the same surface.	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).	No
231	Noise and vibration	Requests that measures are implemented to minimise any 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	No

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			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).	
232	Noise and vibration	Considers the scheme will exacerbate noise pollution within the area; The existing road already creates severe impact for communities in the villages on both sides of the A358, and doubling the capacity of the road will exacerbate, rather than mitigate the problem.	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
233	Noise and vibration	Concern the scheme will increase the noise impact of the scheme on local communities	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
234	Noise and vibration	Concern about the impact of noise pollution the proposals will have as doubling the capacity of the road will exacerbate, rather than mitigate the existing noise problem.	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
235	Noise and vibration	Concern the scheme will make noise pollution worse in the area	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
236	Noise and vibration	Requests noise prevention measures are implemented, as the existing road can be loud at certain times of day.	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

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237	Noise and vibration	Consider that the proposed scheme will exacerbate significant noise impacts, for communities in the villages on both sides of the A358.	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
238	Noise and vibration	Suggests National Highways has not embedded design measure to avoid or reduce the adverse impact of noise and vibration as required by the NPSNN. Concerned the scheme imposes adverse noise effects on 813 properties with only 324 benefitting.	The scheme will include a low noise surface to minimise noise generation in all locations. Detailed modelling of the spread of noise has been undertaken and 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. Details of all embedded mitigation measures, including those for noise and vibration are detailed within Environmental Statement Chapter 2 The project (Document Reference 6.2).  The operational noise effects reported in the Preliminary Environmental Information (PEI) Report, did not take into account proposed mitigation measures. With included mitigation, which has been further developed since the PEI Report was produced, 110 likely significant adverse effects and 360 likely significant beneficial effects have been identified. Details of the proposed mitigation and resulting significant effects are set out in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
239	Noise and vibration	Concerned about noise pollution in the area between Ashill and Southfields roundabout as the land is very flat and the road not being built into a cutting will mean the increased traffic noise will travel.	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
240	Noise and vibration	Considers measures such as bunds and fences are not enough to mitigate 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).  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 (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).	N/A
241	Noise and vibration	Requests that acoustic screening is considered. Concerned road noise screening has not been considered and suggests it is needed from Southfields to Ashill.	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

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242	Noise and vibration	Raised queries regarding what happens if a property is adversely affected by the vibrations/construction of the new road, and if the home owner would be fully re-compensated for any damage caused by construction of the dualling scheme.	<p>The vibration levels above which damage to property (risk of cosmetic damage) may occur are much higher than those for human annoyance. The potential for these levels to be reached will be limited to properties within very close proximity to the works e.g. around 20m for impact piling or vibratory compaction in most soil types.</p> <p>Taking into account the use of smaller vibratory compaction plant, or static methods, in accordance with Best Practicable Means, these impacts will be avoided. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). National Highways has produced an Environmental Management Plan (EMP) (Document Reference 6.4 Appendix 2.1) as part of the Development Consent Order application, which explains how the impact of construction activities on the environment, such as noise and vibration, will be managed. The commitments set out in the EMP are secured through a requirement in the draft Development Consent Order (Document Reference 3.1) submitted with the Development Consent Order application.</p>	N/A
243	Noise and vibration	Concerned the proposals would increase noise pollution significantly as the road is planned to run closer to existing villages and properties.	<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
244	Population and human health: community impacts	Considers the scheme will severely adversely affect local villages and states the villages of North Curry and Stoke St Gregory are not currently affected by the A358	<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>	No
245	Population and human health: community impacts	Concerned Highways England overlooks the impact of design proposals on the social fabric of communities and the need for communities to access services and facilities. Suggests the impact of the scheme on local communities has not been assessed in detail.	<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>	No
246	Population and human health: community impacts	Concerned that extensive funds have been spent on animal surveys whilst the impact of the road on local people has been overlooked.	<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>The Environmental Statement (Document Reference 6.2) uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. For environment, these methodologies define the study area to be used for each discipline. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects (NSIP) projects and they have been consistently utilised in this project.</p>	No
247	Population and human health: community impacts	Concern that the scheme will result in more noise, pollution, traffic and be detrimental to the quality of life of the village, particularly around Bickenhall Lane in Hatch Beauchamp	<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. 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> <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</p>	N/A

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			<p>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>	
248	Population and human health: health	Concerned the proposal is harmful to residents wellbeing.	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), including health issues related to wider determinants of health such as access to services, opportunities for active travel, employment and training opportunities.	No
249	Population and human health: health	Concerned the scheme anticipates only a slight benefit effect on local human health and suggests there is a lack of understanding of the locality as a positive health outcome has been highlighted in distant villages connected to the A378 whereas the adverse impact on villages adjoining the scheme has been ignored.	<p>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) and considers impacts at population level rather than at individual property level, which means that whilst there are significant adverse effects identified for certain properties, when considered against the population as a whole within the ward, the health outcome may not be significant. It is important that the health assessment does make a note of the individual properties where impacts will be adverse and significant (or positive and beneficial) in terms of any impact, but this is balanced against changes for all properties within the ward.</p> <p>Within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) distinction has been made to provide clarity on where impacts are significant for individual properties, and where this may not translate to the population as a whole (i.e. population health) as significant.</p>	No
250	Population and human health: health	Concerned the environment and peoples health are being considered as an afterthought.	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), including health issues related to wider determinants of health such as access to services, opportunities for active travel, employment and training opportunities.	No
251	Principle of development	Suggests that given climate change, the building of large scale infrastructure projects goes against goals to reduce our carbon footprint and half emissions by 2030.	<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 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</p>	N/A

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
252	Principle of development	Concern that NH have not sought to know the full carbon impact of the scheme before making a decision, and therefore are not taking issues of climate change seriously.	<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 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> <p>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.</p>	N/A
253	Principle of development	Considers the scale of this road is unjustified	<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
254	Principle of development	Objects to the principle of development. Notes the need to reduce the number of cars the country buys, journeys driven and fuel used to stay within the 1.5 degrees of warming. Notes building more roads will generate more traffic. Concerned he road will increase C02 emissions through construction and take valuable land needed for re-wilding and growing food.	<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>	N/A

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Row Number	Topic	Matters raised in response to consultation – matters raised 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 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 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> <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>	
255	Principle of development	Considers the scheme is not needed	<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
256	Principle of development	Considers the money spent on the road would be much better spent on insulating buildings, cycling lanes, a denser railway network, dedicated bus lanes and re-wilding land.	<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

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Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p>	
257	Principle of development	<p>Considers the monetary cost, speeding up of traffic, and environmental effects would be excessive and therefore considers the scheme unnecessary</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> <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
258	Principle of development	<p>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>	<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
259	Principle of development	<p>Suggests that there is no need for the full dualling of the route and the project could be scaled down to improvements at Southfields roundabout, Henlade bypass, Thornfalcon junction and M5 junction 25.</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</p>	N/A

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			<p>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>	
260	Principle of development	Considers the significant effect on the environment as outlined in the PEIR not to outweigh the benefits of building the road.	<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 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 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	N/A
261	Principle of development	Considers improvements necessary but notes they will not generate the level of benefit intended.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
262	Principle of development	Supports the need to bypass Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
263	Principle of development	Considers the 2014 ideology of road building is now out of step with climate change initiatives of phasing out petrol and diesel cars and encouraging seasonal travellers to take alternatives like rail. Notes the proposals are incompatible with the climate emergency and considers them incompatible with UK commitments to net zero. Suggests these problems should be addressed with further public engagement before the project can proceed.	<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</p>	N/A

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			<p>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.</p> <p>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.</p>	
264	Principle of development	Suggests that if environmental protection was a priority the road would not be built.	<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 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1). 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>	N/A
265	Principle of development	States an environmental impact can be avoided by not providing an expressway	<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>	N/A

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			<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 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1). 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> <p>Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.</p>	
266	Principle of development	Objects to the scheme as considers it will result in flooding, death, famine and a breakdown in society	<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>Environmental Statement Chapter 12 Population and human 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 effects of the scheme both positive and negative are presented in the Environmental Statement (Document Reference 6.2). A summary is also provided in the Environmental Statement Non-Technical Summary (Document Reference 6.1).</p>	N/A
267	Road drainage and the water environment	Concerned about the scale of road surfaces being made. Considers the area well known for flooding and surface water and suggests extra run off and removal of green land will exacerbate these problems. Suggests the proposed mitigation measures are not sufficient or digestible.	As set out in Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to	No

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			modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	
268	Road drainage and the water environment	Concerned the schemes design and amount of land take would mean it requires more drainage and increase flood risk that it would if sensibly engineered.	As set out in Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	No
269	Road drainage and the water environment	Considers the scheme will increase water run off that will then need to be removed.	As set out in Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), appropriate assessment and flood modelling work has been undertaken to inform the design of the road drainage system. This has determined the size of attenuation needed to store excess surface water generated by the hard road surfaces. These attenuation basins will then allow water to flow into the local rivers at a controlled rate once they have returned to normal level. The drainage design of the scheme is to modern standards and accounts for the extremes in rainfall and potential increases in rain storm intensity and volumes as a result of climate change.	No
270	Road drainage and the water environment	Highlights that on page 29 of the consultation booklet there is no mention of flood risk assessment in an area which is already a flood plain. They cannot see any references to flood risk in any of the chapters.	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
271	Road drainage and the water environment	States that if earthworks and embankments are constructed there must be work incorporated to ensure that flood risk is not increased, particularly in Lower Henlade, Henlade and Ruishton, which are prone to 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
272	Road drainage and the water environment	Suggests the study area for the PEI report is small and concerned wider impacts have not assessed, for example ground water.	The study area is a 1km radius of the A358 but does not preclude examination of other receptors outside of that envelope if a hydraulic connection is identified. The identification has been undertaken cross discipline and has also involved engagement with the Environment Agency.  An assessment of the potential impacts of the proposed scheme on groundwater levels has been completed as part of the Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2). This has considered short-term and long-term impacts.  The implementation of appropriate mitigation measures in the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) will be informed by detailed groundwater risk assessments and will ensure that any dewatering of geological strata to facilitate excavation and construction of cuttings will be minimised both laterally and temporally and protect potential receptors, such as properties along Stoke Road.  An assessment has also been undertaken to look at the potential impacts of piled foundations to impede groundwater flows and impact groundwater levels during operation. The assessment has determined that there will be no impacts as design features are not located in areas of significant groundwater flow.	No
273	Safety and road accidents	Notes the scheme should not have an adverse impact on the safety of road users, including those using the local road network. Suggests safety has not been properly considered and there is strong evidence of adverse safety effects on the local road network.	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.	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised 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>	
274	Safety and road accidents	Concern that when the A303 is closed people would rat run and speed through the local villages which would be dangerous for 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
275	Traffic, access and modelling	Questions how public transport will be incorporated within the PEI Report and scheme.	<p>Alternatives to the scheme including different modes of transport have been 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. An assessment of alternative modes of transport has been summarised in the Assessment of Alternative Mode Options Report. Please refer to Chapter 2 of this Consultation Report and Chapter 3 Assessment of Alternatives of the Environmental Statement (Document reference 6.2) for further information.</p>	No
276	Traffic, access and modelling	Concern over issues of unsuitable vehicles trying to use local lanes and the impacts of this on all vehicles including local farm access.	<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
277	Traffic, access and modelling	Comment that Wood Road leading to the current Kenny junction is not big enough to cope with the extra traffic this scheme will create, as locals seek imaginative ways to get round the proposed local junction closures.	<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>	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised 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>	
278	Traffic, access and modelling	Notes the traffic currently flows freely from through section 2 and 3 before it queues at Southfields roundabout due to the inadequate Ilminster bypass section of the A303. Notes the traffic can tailback as far as Ashill during the summer, impacting local air quality as a result.	<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> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. 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 concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
279	Traffic, access and modelling	Notes the proposals generally increase journey distances for local traffic when we should be aiming to reduce them because of the environment.	<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 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
280	Traffic, access and modelling	Comment that additional mileage is required to join the road.	<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 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>	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
281	Traffic, access and modelling	Considers the scheme will result in longer diversion times as a result of permanent diversions	<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
282	Traffic, access and modelling	Consider that reduced local direct access to the A358, resulting from the removal of the existing junctions, will create rat-runs through Hatch Beauchamp and other villages, creating further noise 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>	N/A
283	Traffic, access and modelling	Concern the scheme will create rat runs through Hatch Beauchamp and other villages due to reduced direct access to the A358 resulting from the removal of the existing junctions	<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
284	Traffic, access and modelling	Considers reducing local direct access to the A358 by reducing existing junctions will create rat runs through 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</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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>	
285	Traffic, access and modelling	Considers the scheme will create rat-runs through 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
286	Traffic, access and modelling	Concerned there will be ongoing disruption, delays and diversions for village users and the scheme risks there being more traffic prior to the original 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>	N/A
287	Traffic, access and modelling	Concerned traffic volume into Ashill and the surrounding area will increase due to the Ashill junction proposals. Concerned larger vehicles will be unable to access the A358 due to closures at Thickthorn end and the Hasting road being narrow and in poor condition.	<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

Appendix Table 5.1T Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and the National Highways response



Row Number	Topic	Matters raised in response to consultation – matters raised copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
288	Traffic, access and modelling	Considers the scheme will change the volume of traffic on roads in wider surrounding 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
289	Traffic, access and modelling	Comments that maintaining a healthy environment for local residents should be a priority. Highlights that the majority of Henlade residents will benefit from the new road, but this should not be at the expense of residents in other villages where traffic levels will increase.	<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
290	Traffic, access and modelling	Comment that as a resident within 300m of the proposed scheme, they are very concerned about both noise during construction and once opened.	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
291	Traffic, access and modelling	Considers the traffic data used was pre-pandemic and therefore now traffic issues have reduced since the scheme was first proposed	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.	N/A

Row Number	Topic	Matters raised in response to consultation – matters raised 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 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 Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
292	Walking, Cycling and Horse-riders	Concerned that congestion is being moved from a large road to smaller narrow country lanes. Notes the importance of considering the impacts of the proposals on the existing routes and practices of WCH groups and vulnerable road users.	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.	N/A
293	Walking, Cycling and Horse-riders	Requests for scheme to find a way to implement a cycle track into the project. Highlights that aim should be to reduce car use, not to increase it.	<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. 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> <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 seeks to 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 would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.</p>	N/A

**Appendix Table 5.1U Summary of matters raised in relation to Q8 of the feedback questionnaire in relation to any other comments you would like to make about our proposals 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	Supports the Henlade by-pass to mitigate against pollution in the area. Notes this should be a priority for the agenda.	National Highways acknowledges the general support received in relation to the design proposals.  By improving congestion and reliability, the scheme aims to improve local air quality, particularly in the Henlade Air Quality Management Area. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).	No
2	Air quality	Objects to the scheme as considers it will worsen air quality within 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.	No
3	Air quality	Concern raised about the levels of pollution during the construction phase of the new route and also after the completion of the scheme.	The Environmental Statement (Document Reference 6.2) 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. The impacts of construction dust associated with the construction of the new route are predicted to be negligible with implementation of best practice mitigation measures, which will be outlined in the Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1). An assessment of construction traffic was scoped out based on the standards outlined within Design Manual for Roads and Bridges LA 105 Air Quality.	No
4	Air quality	Requests the only M5 junction 25, the A303 junction and Henlade bypass be constructed to reduce the carbon impact of the scheme	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
5	Alternatives to the scheme	Suggests that whilst the need to improve the A358 Ilminster-Taunton section is fully supported there is an equal need to improve the A303 between Ilminster and the Devon border and onto Honiton. Highlights that those landing in the Blackdown Hills feel prevented from going south to Chard etc. not just in time Summer but at all busy times. Suggests provision is made for at least a roundabout or traffic light controlled junction at the Eagle Tavern junction. Highlights that this is a highly dangerous junction which is also much used by traffic commuting to and from Taunton.	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.	N/A
6	Alternatives to the scheme	Suggests a grade separated junction at Southfields, which would allow free flow of traffic along the A303. States that until this is dealt with, tailbacks will occur further down 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 of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
7	Alternatives to the scheme	Notes the Sparkford to Ilchester plans should be reviewed when assessing proposals.	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	N/A

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			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.	
8	Alternatives to the scheme	Frustration that there is no proposal at present to dual the A303 Ilminster bypass despite its constrictions and frequent accidents.	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.	N/A
9	Alternatives to the scheme	Considers the proposals wasted due to the A303 at Southfields being single lane. Suggests South Petherton to Ilminster and Ilminster to Honiton should be upgraded especially as the A303 Sparkford dualling is currently under construction.	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.	N/A
10	Alternatives to the scheme	Suggests there should be two clear routes from the South East to the South West beyond Somerset and considers the A358 expressway does not do this and rather will worsen traffic problems on the M5.	<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
11	Alternatives to the scheme	Suggests considering the installation of a smart motorway from M5 j25 to j27 or the A30/38 as considers it will relieve congestion in the summer time.	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
12	Alternatives to the scheme	Considers that the problem lies with the A303 that causes the congestion and suggests that needs to be resolved.	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.	N/A
13	Alternatives to the scheme	Suggest that connectivity could be improved between our villages, towns and communities by investing in local transport such as better bus routes and not a new A358 scheme.	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.	N/A

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14	Alternatives to the scheme	Concerned that is unacceptable to rely on cars for transport and in doing so not tackle problems of sedentary lifestyles or other vehicle caused pollutants. Suggests money should be redirected to support bus and rail schemes along the A358 and improve the quality of Taunton town centre to discourage people from driving and encourage more sustainable modes of transport. Considers previous SCC schemes in Taunton town centre have been insufficient in removing traffic or discouraging car use.	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.  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.  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 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).	N/A
15	Alternatives to the scheme	Suggests alternatives should be considered such as rail	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.	N/A
16	Alternatives to the scheme	States more intelligent solutions are needed: multi-modal transport, ride-sharing, provision of improved ZE-capable public buses in rural areas to negate the need for '1 person per car' etc.	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.	N/A
17	Alternatives to the scheme	States schemes should be promoted that reduce car dependence to discourage motor traffic	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.	N/A
18	Alternatives to the scheme	Objects to the scheme as considers no alternatives to the scheme, besides roadbuilding, have been considered	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.	N/A
19	Alternatives to the scheme	Concerned traffic heading east and west bound onto the A358 will increase in milage and drivers will avoid the area. Considers to improve journey times for east/west traffic the A303 between Southfields and Honiton should be improved.	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.	N/A
20	Alternatives to the scheme	Mitigation proposed by parishes (see plans_ to make the scheme acceptable to communities that lie close to the A358. Accessibility to the A358, severance, the roundabouts, particularly Southfields, and the Expressway standard remain outstanding issues.  Note that the Parish proposals have been considered not-compliant	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.  National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme	N/A

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		with GD300 proposals, but this appears to be out with the approach that NH are taking.	<p>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> <p>Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit.</p>	
21	Alternatives to the scheme	Requests to drop the A303 Stonehenge 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.	N/A
22	Alternatives to the scheme	Objection to the proposed scheme and suggests that money should instead be spent on improving local and walking cycling infrastructure and on public transport.	<p>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.</p> <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). 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"> <li>· 19 new PRoW (seven footpaths, three bridleways, nine restricted byways)</li> <li>· 14 instances of stopping up PRoW for which an alternative would be available</li> <li>· 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided</li> </ul> <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>	No
23	Alternatives to the scheme	Objects to the principle of developing a road scheme and considers the majority of the scheme should be scrapped. Considers instead people should be provided with transport choices and supporting infrastructure such as the railway network re-opened and a comprehensive cycle network provided.	<p>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.</p> <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). 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"> <li>· 19 new PRoW (seven footpaths, three bridleways, nine restricted byways)</li> <li>· 14 instances of stopping up PRoW for which an alternative would be available</li> <li>· 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided</li> </ul>	N/A

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			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.	
24	Alternatives to the scheme	Considers the road to rarely be heavily congested and considers the main congestion in the area to be past Stonehenge. Suggests the money would be better spent bypassing Stonehenge.	<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.</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>	N/A
25	Alternatives to the scheme	Objects to the scheme and considers money should be spend on improving surface of the roads	<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.</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>	N/A
26	Alternatives to the scheme	Considers money would be better spent on bypassing Henlade and upgrading the M5 Junction/Southfield Junction.	<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 Thornfalcon and southfields 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> <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>	N/A

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27	Alternatives to the scheme	Considers the project proposal fundamentally flawed in terms of its ability to improve local traffic conditions without significantly impacting the environment. Suggests time and money would be better spent on projects with a clear benefit to cost ratio and where genuine improvements are possible. Notes all the scheme requires is improvements at Southfields roundabout and the entrance to Henlade.	<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>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 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>	N/A
28	Alternatives to the scheme	Suggests that money for the proposed scheme be spend instead on the A303 Ilminster bypass, which is currently above the national average accident rate.	<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.</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>	N/A
29	Alternatives to the scheme	Objects to the principle of development as considers Southfields roundabout to be the problem and considers increasing traffic to these areas will not improve congestion. Suggests Henlade and Southfields are updated in isolation as this would allow the road to flow more smoothly without making changes to the A358.	<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</p>	N/A



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			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.	
30	Alternatives to the scheme	Requests to modify the Southfields roundabout, bypass Henlade and create a dual carriageway road, not an expressway	<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> <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
31	Alternatives to the scheme	Highlights that the roundabout on the A303 is also a problem, and suggests that National Highways spend any other available money on duelling the Ilminster bypass with a flyover at the south Petherton roundabout. Considers all that would be needed is an 800m feed on Lane from the A358 onto the A303.	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.	N/A
32	Alternatives to the scheme	Suggests Southfields Roundabout could be designed in a way similar to the new roundabout on the A3088 at Yeovil to relieve traffic congestion in the westerly direction	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.	N/A
33	Alternatives to the scheme	Suggests Southfields roundabout is upgraded and the A303 dualled.	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	N/A

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			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.	
34	Alternatives to the scheme	Requests improvements to the A303 to reduce traffic congestion and that this be dealt with before 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 of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
35	Alternatives to the scheme	Considers improvements to the A303 should be a priority and to alleviate congestion suggests the provision of a dedicated slip road a kilometre from the Southfields roundabout which would merge onto the A303 along the Ilminster Bypass	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.	N/A
36	Alternatives to the scheme	Highlights that the roundabout on the A303 is also a problem, and suggests that National Highways spend any other available money on duelling the Ilminster bypass with a flyover at the south Petherton roundabout. Considers all that would be needed is an 800m feed on Lane from the A358 onto the A303.	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.	N/A
37	Alternatives to the scheme	Suggests Southfields Roundabout could be designed in a way similar to the new roundabout on the A3088 at Yeovil to relieve traffic congestion in the westerly direction	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.	N/A
38	Alternatives to the scheme	Suggests Southfields roundabout is upgraded and the A303 dualled.	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.	N/A
39	Alternatives to the scheme	Requests improvements to the A303 to reduce traffic congestion and that this be dealt with before 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	N/A

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			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.	
40	Alternatives to the scheme	Suggests that funding should instead be focused on enhancing the A303 Ilminster to Exeter.	<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>	No
41	Alternatives to the scheme	Suggests the A303/30 between Southfields and Honiton should be dualled to create a secondary primary route into the Southwest and prevent chaos when road is blocked between Taunton and Exeter.	<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 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 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>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>	No
42	Alternatives to the scheme	Suggests that the countryside be left alone and instead illuminate all junctions and place speed restrictions along the A358.	<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>	N/A
43	Alternatives to the scheme	Notes that the congestion at the junctions meeting the M5 (Henlade by-pass) and the A303 is the main issue and if these alone were improved the cost of the project could have been avoided.	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	N/A

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			<p>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>	
44	Alternatives to the scheme	Suggests to do the Henlade bypass only and leave the rest of the existing route as it functions well. Comment that the money could be spent on something more needed, e.g. emergency services.	<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
45	Alternatives to the scheme	Considers improvements to the A358 are not needed, suggests the provision of a flyover connecting Ilminster Bypass and the A303 to take traffic West/Easy away from the A358. States the M5 junction could then have a connecting road West and North of the M5 starting at Thornfalcon side of Henlade which would stop a lot of traffic going through Henlade.	<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
46	Alternatives to the scheme	Suggests the provision of a flyover connecting Ilminster Bypass and the A303 to take traffic West/Easy away from the A358. Also suggests the M5 junction could then have a connecting road West and North of the M5 starting at Thornfalcon side of Henlade as this would save money	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	N/A

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			<p>(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>	
47	Alternatives to the scheme	Suggests the provision of a flyover connecting Ilminster Bypass and the A303 to take traffic West/Easy away from the A358. Also suggests the M5 junction could then have a connecting road West and North of the M5 starting at Thornfalcon side of Henlade as this would not disrupt the 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>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
48	Alternatives to the scheme	Suggestion to create a new road around Henlade, dual carriageway the existing road adding slip roads for local residents, and improve the roundabout at both ends or include a new junction onto M5. Comments that it does not need to be an expressway.	<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 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 (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 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 the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and</p>	No

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			<p>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>	
49	Alternatives to the scheme	Considers the demand could be met while increasing the options for flexibility and local access by using a more standard dual 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 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.	No
50	Biodiversity	Considers trees should be prioritised over roads.	<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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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. The Landscape and Ecology Management Plan (LEMP) (Document Reference 6.4, Appendix 2.1 Annex D Landscape and Ecology Management Plan), also provides further details on the proposed habitat creation and improvement measures as well as details on the long-term management and monitoring requirements, which includes a five year establishment period and ongoing management secured for up to 30 years post-construction.</p>	N/A
51	Biodiversity	Objects strongly to the A358 proposals as considers it will destroy the countryside and have catastrophic effects on wildlife and habitats.	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 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."	N/A
52	Biodiversity	Concerned that to permit the development will mean future generations lose flora and fauna for little justification such as deer and	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	N/A

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		<p>other wildlife. Considers there no need for the land in the middle of the dual carriageway and considers maintaining habitats should be a priority.</p>	<p>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>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 (amphibians, aquatic environment, badger, bats, barn owls, breeding and wintering birds, hazel dormouse, habitats, otters, reptiles, terrestrial invertebrates and water vole) have been developed with input from Natural England; these are provided within Environment Statement Appendices 8.24 to 8.35 (Document Reference 6.4) submitted with the Development Consent Order application. In terms of land in the middle of the dual carriageway, this is required for safety reasons and the width can vary to provide the necessary forward visibility and space for drainage and safety barriers. Land within these areas would be seeded with low nutrient grassland to reduce maintenance requirements.</p> <p>Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) for more details.</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. These features, which are currently used by species such as deer, badgers and other mammals, will therefore continue to be available as part of the proposed scheme. 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. Badger tunnels are incorporated where key badger movement corridors have been identified, and dormouse bridges are proposed to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing is also proposed at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a) and Environmental Statement Figure 7.8 Environmental masterplans (Document Reference 6.3).</p>	
53	Biodiversity	<p>Concerned the environmental report does not provide enough information on effects on wildlife.</p>	<p>The Preliminary Environmental Information (PEI) Report published for statutory consultation in 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).</p> <p>The proposals have been informed by extensive ecological surveys which have fed into the Environmental</p>	N/A

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			<p>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>	
54	Biodiversity	Objects to the scheme as concerned the schemes land take, construction and operation will degrade wildlife in the area. Considers this inappropriate due to the current rates at which biodiversity is declining in the UK.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme, and are aware of the current biodiversity and climate crisis. 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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2). Habitat protection measures are detailed within the EMP; such measures include the establishment of no-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.</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 Development Consent Order application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	N/A
55	Biodiversity	Questions what is being done to protect wildlife and protected species such as Crested Newts and Bats	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).	N/A

Appendix Table 5.1U Summary of matters raised in relation to Q8 of the feedback questionnaire in relation to any other comments you would like to make about our proposals 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>Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of 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> <p>In terms of protected species, European Protected Species (EPS) licences would be required from Natural England to allow construction works for the scheme in relation to impacts on bats, great crested newts, hazel dormouse and otter. One of the tests that must be met before this licence is granted is that the favourable conservation status of the species is maintained, confirming that the mitigation provided is adequate to support the species throughout construction and post-construction.</p>	
56	Biodiversity	Objects to the scheme as considers the scheme will destroy habitats	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme, and are aware of the current biodiversity and climate crisis. 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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2). Habitat protection measures are detailed within the EMP; such measures include the establishment of no-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.</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 Development Consent Order application,</p>	N/A

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			these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
57	Biodiversity	Considers proposals will cause devastation to local habitats.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme, and are aware of the current biodiversity and climate crisis. 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 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 existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or minimised through design. Where these habitats are located adjacent to construction areas, appropriate buffers would be established and fencing utilised to maintain root protection zones as detailed within the Arboricultural Impact Assessment Report (Document Reference 6.4, Appendix 7.3) as part of the Environmental Statement (Document Reference 6.2). Habitat protection measures are detailed within the EMP; such measures include the establishment of no-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.</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 Development Consent Order application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	N/A
58	Climate	Objects to the scheme as considers consideration needs to be had for the environment and that the scheme will destroy the area	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
59	Climate	Consider the Expressway scheme is unlikely to be future-proofed and compliant with anticipated future changes. The build specification of an Expressway has clearly led to a large inflation of the cost of the scheme and its environmental impact.	<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</p>	No

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			<p>All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. The proposed arrangement of the junctions at Southfields and Nexus 25 would provide adequate capacity for the predicted traffic flows in the design year 15 years after opening. This is in accordance with design standards to provide a balance between traffic capacity and economic benefit. 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>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>	
60	Climate	Concern raised that the proposed scheme disregards serious concerns about climate change and the need for interconnected public transport and cycleways as there are no plans at present to improve bus services and bridleways.	<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> <p>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.</p> <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). 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.</p>	N/A
61	Climate	Considers the proposals to go against COP26 which has identified the need for less travel and for reductions in speed by road users. Notes traffic patterns will need to shift to more sustainable forms to reduce carbon footprint.	<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>	N/A

Appendix Table 5.1U Summary of matters raised in relation to Q8 of the feedback questionnaire in relation to any other comments you would like to make about our proposals 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 '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> <p>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.</p>	
62	Climate	Objects to the scheme as considers the scheme to go against government policy given its significant carbon footprint. Considers it is not an appropriate time to build more roads and alternative transport should be considered instead.	<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> <p>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.</p>	N/A
63	Climate	Questions when the carbon cost of the scheme will be estimated.	<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>	N/A

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			<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> <p>The Combined Modelling and Appraisal Report (Document Reference 7.4) summarises the monetised costs of the scheme including in relation to environmental costs.</p>	
64	Climate	Comments that the County Council have declared a climate emergency however, raises concern that the Council is increasing traffic and carbon costs within the region; and is providing no support or attendance at parish council meetings about how this scheme would impact the local communities.	<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
65	Climate	Objects to the road scheme as notes the scheme would increase traffic and carbon emissions and considers this unacceptable given the climate emergency and commitment under the Paris Agreement to cut carbon emissions by 68% by 2030.	<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</p>	No

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			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.	
66	Climate	Considers the proposals a detriment to the environment that cannot be justified in the current climate change emergency.	<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
67	Climate	Considers all new road schemes should be frozen and re-examined with carbon emissions as the main consideration. Considers that if new roads increase demand of traffic, and therefore carbon, then they should not go ahead as it is inappropriate in the climate emergency.	<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
68	Climate	Objects to the scheme as states we are in a climate emergency	<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>	No

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			<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>	
69	Climate	<p>Suggests every future plan being made should be primarily about impact on the environment and climate change. Concern that this is not accounted for in the scheme.</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 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
70	Climate	<p>Concern expressed that the scheme objective for the environment is not met in the proposed scheme. Highlights that Somerset has declared a climate emergency and yet this investment represents a considerable carbon and greenhouse gas investment at a time where the government only has realistic plans for a fifth of the required cuts by 2035 according to the independent Climate Change Committee. Queries how an investment of this scale in a concrete based application avoiding an unacceptable impact on the surrounding landscape is allowed.</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</p>	No

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			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.	
71	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 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
72	Climate	Objection to the proposed scheme for climate change reasons. Highlights that car use should be discouraged.	<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</p>	No



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			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.	
73	Climate	Objects to the principle of development as considers models and thinking flawed. Concerned the scheme does not take into consideration the climate and ecological emergency and continues with the destructive actions of road building and catering for traffic growth. Suggests instead there is a need to think differently and prioritise the natural environment at the centre of thinking rather than attempting to minimise destruction.	<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 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
74	Climate	Considers consideration should be had for the climate emergency and therefore money should be invested in public transport and active travel solutions	<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</p>	No

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			<p>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> <p>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.</p>	
75	Climate	Objects to the scheme as considers they are not good for climate change	<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
76	Climate	Objects to the scheme as concerned it would increase carbon emissions both through increased traffic and construction. Considers this is unacceptable in the climate emergency when we need to cut emissions to meet the Paris Agreement.	<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
77	Climate	Concerned about the carbon footprint and carbon cost of the scheme during a time where the government is committed to achieving NetZero	<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</p>	No

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			<p>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>	
78	Climate	Considers whether there is need for the road when accounting the environmental and climate implications locally and globally.	<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>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 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> <p>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</p>	No

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			improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	
79	Climate	Objects to the scheme due to the climate emergency. Concerned the scheme will increase carbon emissions in the short and long term and this is not keeping with the Paris Agreement or to maintain Net Zero and is unacceptable.	<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
80	Climate	Concerned an expressway is being considered despite the current concern for global warming and notes it will result in the destruction of the rural environment, a reduction in air quality and will encourage people to drive to their holiday destinations rather than take the train.	<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> <p>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.</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</p>	No

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			<p>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>	
81	Climate	Objects to the scheme as considers it will negatively impact the climate, recommends the scheme consider the findings in the book 'The Uninhabitable Earth'	<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
82	Climate	Concern that the scheme negatively impacts the climate change 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>	No
83	Climate	Considers the scheme is not compatible with the UK net zero ambitions	<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</p>	No

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			<p>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>	
84	Climate	<p>Considers the building of the scheme and associated increased traffic would increase carbon emission considerably which is unacceptable in the current climate emergency context.</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 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
85	Climate	<p>Questions how the scheme contributes to achieving the fight against climate change as considers the scheme will increase carbon emissions</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 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