

## Appendix 5.2

### Summary of matters raised by section 42(1)(a) prescribed consultees and section 42(1)(b) local authorities in response to the 2021 statutory consultation and National Highways response

**Table 5.2A Summary of the matters raised by section 42(1)(a) prescribed consultees in response to the 2021 statutory consultation and the National Highways response**

Row ID	Organisation	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	Blackdown Hills AONB	<b>Legislative and policy context - principle of development</b> The principle of upgrading the A358 as part of a broader strategy to create a high-quality dual carriage way link between London and the south west is welcomed. It offers a suitable alternative to the A30/303 west of Ilminster, which should reduce long distance traffic through the AONB.	National Highways welcome support for the principle of the scheme from the Blackdown Hills Area of Outstanding Natural Beauty (AONB).	N/A
2	Blackdown Hills AONB	<b>Legislative and policy context - NPSNN</b> This route choice is also compatible with the National Policy Statement for National Networks (NPSNN) which states (Paragraph 5.152) that: 'There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs very significantly. Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty.' Furthermore, the NPS goes on to state in Paragraph 5.154, 'The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints'.	National Highways welcome support for the scheme and acknowledgement from Blackdown Hills AONB of the scheme's compliance with the National Policy Statement for National Networks (NPSNN).	N/A
3	Blackdown Hills AONB	<b>Legislative and policy context - AONB</b> The statutory purpose of Areas of Outstanding Natural Beauty (AONBs) is to conserve and enhance their natural beauty. The Countryside and Rights of Way Act 2000 places a duty on relevant bodies to have regard to this purpose in exercising their functions and duties. We therefore welcome the fact that the scheme documentation recognises the proximity to the AONB, generally within 2 to 4 km, and that the potential effects on the AONB require consideration.		N/A
4	Blackdown Hills AONB	<b>Legislative and policy context - Blackdown Hills AONB Management Plan</b> The Blackdown Hills AONB Management Plan (currently 2019-24) is the agreed policy framework for conserving and enhancing the AONB and seeks to ensure that all development affecting the AONB is of the highest quality. Additionally the AONB Management Plan provides a valuable reference for guiding development in, or affecting, the AONB, including describing the designated landscape's special qualities. The Management Plan notes, in the landscape character chapter, that: 'The setting of an AONB is the surroundings in which the influence of the area is experienced. If the quality of the setting declines, then the appreciation and enjoyment of the AONB diminish. Large scale development, the construction of high or expansive structures, or a change generating movement, noise, intrusion from artificial lighting, or other disturbance will affect the setting. Views are one element of setting, associated with the visual experience and aesthetic appreciation. Views are particularly important to the AONB. This is because of the juxtaposition of high and low ground and the fact that recreational users value them. Without husbandry and management, views within, across, from and to the AONB may be lost or degraded.' The Plan contains the following objectives and policies considered to be of particular relevance to this scheme, and therefore worthy of consideration in terms of demonstrating regard to conserving and enhancing natural beauty:	National Highways acknowledges the AONB Management plan referenced by Blackdown Hills AONB. National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow, and woodland habitat creation. These 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. Protected species and habitat specific mitigation strategies have been developed and are included within the Environmental Statement (ES) Chapter 8 Biodiversity appendices submitted as part of the DCO application (Document Reference 6.4, Appendices 8.24 – 8.35). Assessment against the relevant policies is demonstrated in ES Chapter 7 Landscape and visual effects (Document Reference 6.2) and the Case for the Scheme (Document Reference 7.1).  National Highways acknowledges the Blackdown Hills AONB Management Plan and has taken the impact on the visual experience into consideration. Assessment against relevant policies is set out in ES Chapter 7 Landscape and visual effects (Document Reference 6.2) and Chapter 6 of the Case for the Scheme (Document Reference 7.1).	N/A
5	Blackdown Hills AONB	<b>Blackdown Hills AONB Management plan - Landscape Character Policies</b> Objective LC To ensure that the distinctive character and qualities of the Blackdown Hills landscape are understood, conserved, enhanced and restored Policy LC3 Promote high levels of peace and tranquillity with dark night skies by minimising noise, intrusive development and light pollution Policy LC5 The character of skylines and open views into, within and out of the AONB will be protected Policy LC6 The deeply rural setting of much of the land adjoining the AONB boundary forms an essential setting for the AONB and care will be taken to maintain its quality and character		N/A

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6	Blackdown Hills AONB	<b>Blackdown Hills AONB Management plan - Biodiversity Policies</b> Objective BG To conserve geodiversity and ensure effective conservation, enhancement, expansion and connectivity of habitats, forming coherent and resilient ecological networks across the Blackdown Hills and beyond, facilitating the movement of priority species across the landscape Policy BG2 Connect habitats at a landscape scale and ensure permeability for species movement within coherent and resilient ecological networks Policy BG3 Priority species (including Section 41, Devon Special Species, Protected Species) will be conserved. Targeted action will be taken to support the recovery of priority species		N/A
7	Blackdown Hills AONB	<b>Blackdown Hills AONB Management plan - Access and enjoyment</b> Objective AE To ensure that opportunities to explore and enjoy the Blackdown Hills countryside and special qualities are compatible with conserving and enhancing natural beauty AE2 Opportunities will be sought to extend and improve the rights of way network, including improving connections with surrounding settlements where this is compatible with conserving and enhancing natural beauty		N/A
8	Blackdown Hills AONB	<b>Blackdown Hills AONB Management plan - Planning and development</b> Objective PD To conserve and enhance the natural beauty of the Blackdown Hills by ensuring that all development affecting the AONB is of the highest quality, sensitive to landscape setting and conserves its wildlife, historic character and other special qualities Policy PD2 All necessary development affecting the AONB will conserve and enhance natural beauty and special qualities by: • Respecting landscape character, settlement patterns and local character of the built environment, • Being sensitively sited and of appropriate scale, • Reinforcing local distinctiveness, and • Seeking to protect and enhance natural features and biodiversity		N/A
9	Blackdown Hills AONB	<b>Blackdown Hills AONB Management plan - Transport and highways</b> Objective TH To ensure that the impact on the landscape, environment and enjoyment of the AONB is considered in the planning, provision and management of transport networks and services Policy TH1 Road and transport schemes (including design, maintenance, signage, landscaping and safety measures) affecting the AONB will be undertaken in a manner that is sensitive and appropriate to landscape character, having regard to the purpose of AONB designation and conserving and enhancing the area's special qualities. The landscape and cultural features of the AONB's road network (including hedge banks, flower-rich verges, and locally distinctive historic highway furniture) will be protected and conserved		N/A
10	Blackdown Hills AONB	<b>PEI Report - Chapter 7 Landscape</b> We agree that there is a fair representation of the AONB in the chosen viewpoints and agree that at least one of these (Staple Hill) is chosen for visualisations. We support the landscape objectives listed in 7.8.3 and trust that these will remain central to the scheme design going forward. However, we would note that in respect of the AONB conserving and enhancing natural beauty is not just the character of the landscape or visual impacts, but should also consider tranquillity, thus noise and lighting are relevant matters too. We therefore support the fact that the scheme will generally not be lit, notably Mattocks Tree Green and Ashill junctions, and this should be the case for both the dual carriageway and affected roads within the control of the local highway authority. Traffic noise from the existing A358 can be heard several miles away now, and this can only be increased by the new road carrying more and faster traffic. We therefore support the use of low noise surfacing along the entire length.	National Highways acknowledges Blackdown Hills AONB support of the landscape objectives and visualisations. Noise impacts and essential mitigation related to the scheme are set out in ES Chapter 11 Noise and vibration (Document Reference 6.2). Embedded mitigation is detailed within ES Chapter 2 The project (Document Reference 6.2).	N/A
11	Blackdown Hills AONB	<b>PEI Report - Chapter 8 Biodiversity</b> Chapter 8 highlights the protected and notable species found along the route. Many of these, such as dormice, butterflies and bats, have population strongholds in the AONB and have been identified as nature recovery species champions for the AONB. As such there is much potential to ensure that mitigation and enhancement measures for landscape also contribute to strengthening ecological networks and	National Highways welcomes the comments and accompanying map provided by Blackdown Hills Area of Outstanding Natural Beauty (AONB) and have taken the map provided into account in assessing ecological opportunities. The environmental mitigation measures included as part of the scheme considered opportunities for hedgerow and woodland enhancement away from, as well as along, the A358 where there is justifiable landscape, visual, or ecological reason to do so to mitigate impacts of the scheme. Where	N/A

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		<p>wildlife corridors to ensure good connectivity.</p> <p>Attached to this response is a map pertinent to habitat connectivity and nature recovery opportunities in the area between the Quantock Hills and Blackdown Hills AONBs and the proposed dualling scheme on the A358.</p> <p>It shows Ecological Networks, developed by Somerset Wildlife Trust and Somerset Environmental Records Centre, highlighting areas of: core (clusters of suitable habitat over a size threshold); dispersal (areas adjacent to core patches that would be suitable for the habitat to expand into) and stepping stones (habitat patches too small for core, but important in improving connectivity) across four ecologically important broad habitat types.</p> <p>Secondly it shows the B-Lines layer, developed by BugLife, which indicates connectivity opportunities between wildflower rich habitats, specifically focussed on pollinators. Thirdly are selected priority landcover types (e.g. coastal and floodplain grazing marsh), which will be important in the development of nature recovery networks and associated strategies.</p> <p>This indicates the enormous potential of the central part of the route in particular for ecological and landscape connectivity and the risk of the new road being a barrier and severing those connections.</p> <p>We would advocate an approach that responds to local landscape character along the route, such that planting is not confined to the highway estate, or to screen the road, cutting through the landscape, but instead may fit within the wider landscape, retaining typical field patterns and boundaries and enhancing habitats and features.</p>	<p>possible, habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Protected species and habitat specific mitigation strategies have been developed and are included within the ES Chapter 8 Biodiversity appendices submitted as part of the Development Consent Order (DCO) application (Document Reference 6.4, Appendices 8.24 – 8.35).</p>	
12	Blackdown Hills AONB	<p><b>Ecological opportunities map</b></p> <p>[Note the Blackdown Hills AONB response includes a map showing ecological opportunities in the Blackdown Hills AONB and A358 area]</p>		N/A
13	Blackdown Hills AONB	<p><b>PEI Report – Chapter 12 Population and Health</b></p> <p>The Neroche Herepath is a 13.5 mile circular multi-user route, using a combination of bridleways, permissive paths and minor roads partly in the northeastern part of the AONB and extending to Bickenhall (it appears to be very close to the scheme boundary). We suggest therefore that the Herepath should be specifically referenced in parts of the report, such as 12.9.50 and 12.9.55 and table 12.24.</p> <p>From discussions locally, and through liaison with Somerset Council Rights of Way, we would recommend that cross route connections for local traffic and walking, cycling and horse riding in the Hatch Beauchamp/Bickenhall area merits further discussion with relevant stakeholders.</p>	<p>Assessment of effects on the Neroche Herepath have been included within ES Chapter 12 Population and human health (Document Reference 6.2). The Herepath would continue to be accessible via Bickenhall Lane. Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walkers, cyclists and horse-riders.</p> <p>Bridleway T 14/8 would be diverted to connect with Bickenhall Lane, and users would be able to access the Herepath using the bridleway and the lane. Access to the Herepath where it is near to the scheme should be easier and more pleasant due to new paths and less road traffic. The Herepath would also benefit from hedgerow improvements. The existing headroom would be retained through Fivehead River underpass, and the scheme would not affect the status of the connecting rights of way.</p> <p>The proposed improvements are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by ES Appendix 2.1 Annex F Public Rights of Way (PRoW) Management Plan (Document Reference 6.4).</p> <p>National Highways have engaged with the Blackdown Hills AONB in relation to the development of the scheme design, including for mitigation opportunities.</p>	Yes
14	Blackdown Hills AONB	<p><b>In Summary</b></p> <p>The scheme is welcomed insofar as it should reduce the amount of traffic travelling on the A303/30 through the AONB. This however will be dependent on management at Southfields roundabout. It is not clear to see how west bound traffic will be encouraged and facilitated to readily take the 4th exit onto the A358 rather than go straight ahead, staying on the A303. Equally the roundabout must also safely provide for local traffic travelling to and from Ilminster and Chard and existing congestion at the roundabout should be addressed.</p>	<p>The scheme will include improvements to Southfields roundabout that will provide additional capacity for turning movements from the A303 Ilminster Bypass to the 4th exit onto the A358 dual carriageway. The approach from Ilminster Bypass will be widened from two to three lanes. In the existing layout only one lane of the two lane approach can be used for the turning movement to the A358 towards Taunton. With this scheme two lanes of the three lane approach will be available for the turning movement to the A358 dual carriageway towards Taunton. The roundabout will include spiral markings on the circulatory carriageway that will assist drivers in safely navigating the roundabout.</p>	N/A

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			National Highways has undertaken an operational assessment of the improved layout at Southfields roundabout, and this demonstrates that all approaches to the roundabout will operate within their practical capacity. This operational assessment is set out in the Combined Modelling and Appraisal Report (ComMA Report) (Document Reference 7.4).	
15	Blackdown Hills AONB	<b>General - Summary</b> Securing and enhancing connectivity across and along the road corridor is seen as critical in terms of the AONB's landscape, biodiversity and opportunities for enjoyment. In this regard we would be pleased to have ongoing involvement in the further progress of the scheme, particularly in respect of potential off-site mitigation and enhancement opportunities.	National Highways have engaged with the Blackdown Hills AONB in relation to the development of the scheme design, including for mitigation opportunities.	Yes
16	Forestry Commission	My responses only concern woodland and express no opinion about the proposal in general.	National Highways acknowledges this comment.	N/A
17	Forestry Commission	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?  <b>Woodland</b> The plan area here includes several areas of woodland. I am pleased that the only ancient woodland in proximity to the plan is kept outside of the Proposed Scheme Boundary and I would strongly recommend that any future changes retain this protection for what is an Irreplaceable Habitat under the NPPF. Where woodland that is not ancient is to be impacted we would like to see the proposals deliver compensatory tree planting to ensure that there is no net loss of woodland as a result of the scheme. This could be delivered by new woodland creation to replace any woodland that is felled - it would be beneficial for new woodland planted in this way to be located near existing retained woodland to expand that habitat making larger more connected woodland across the landscape.	The scheme alignment has been designed to avoid this woodland and other ancient woodlands across the scheme. Bickenhall Lane overbridge has been relocated approximately 165m south of the ancient woodland to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane overbridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the Environmental Statement (ES) (Document Reference 6.2). Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within ES Appendix 7.3 Tree survey and Arboricultural Impact Assessment(Document Reference 6.4).  The ES details the potential for nitrogen deposition related degradation within Bickenhall Wood; measures to compensate for any degradation include additional woodland planting to the north and south of this woodland and the introduction of management for biodiversity within areas previously inaccessible for Forestry England to manage.	Yes
18	Forestry Commission	Comments on the information presented in the Preliminary Environmental Information (PEI) Report  <b>Biodiversity – woodland</b> I am very pleased to see reference to the Forestry Commission Standing Advice on Ancient Woodland and that this has been considered within the PEI with a 15m buffer zone as standard. It is very positive that smaller woodlands that were not picked up by the lower threshold of the Ancient Woodland Inventory have been included and will be considered as ancient for the purposes of the proposal. The wording of 8.8.23 to 8.8.30 is positive and picks up the value of the existing woodland and the need to replace with mixed climate-resilient woodland that buffers ancient woodland. The figures for woodland creation (42.8ha as stated in 8.9.30) resulting from the mitigation is hugely positive and locating this where the woodland species are already present will make the biggest contribution long term to the landscape. I note that 8.9.27 considered only the dust and water quality during construction is considered as an impact on the ancient woodland. It would be necessary to consider the impacts of the road once in use if an increase in traffic flows are anticipated as a result of the work. It is disappointing that the scheme cannot be designed to protect the Veteran trees identified as these are irreplaceable under the NPPF. The Forestry Commission is available to help the developers ensure that new woodland planting is well sited and well-designed. We would also welcome further consultation regarding the mitigation of impacts on the ancient woodland and Veteran Trees.	The Habitat Mitigation Strategy, ES Appendix 8.24 (Document Reference 6.4) provides details on the unavoidable loss of two veteran trees at the eastern end of the scheme and measures proposed to compensate for this loss. These measures include the safeguarding of other veteran trees, for example through the installation of fencing to avoid poaching by livestock, in proximity to the scheme as well as reducing competition around mature and over-mature trees that comprise future veteran resource across the local landscape.  Further measures proposed include the selective veteranisation of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalists, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.	Yes
19	Historic England	<b>General - Intro</b> Thank you for consulting Historic England on the proposed dualling of the A358 between Taunton to Southfields. This latest proposal is part of a programme of improvements planned along the A303/A358 corridor aimed at improving connectivity. The proposed scheme would provide 8.5 miles (13.6km) of new, rural dual carriageway for the A358. The new dual carriageway would connect Junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster and would be completed in line with current trunk road design standards. The section west of the proposed Mattock's Tree Green junction would be offline to	National Highways acknowledges the response provided by Historic England at statutory consultation.	N/A

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		the existing road corridor, while the section east of the junction would use the existing corridor.		
20	Historic England	<p><b>General - Summary</b> Historic England does not consider that sufficient information has been submitted to provide a clear understanding of the nature and full extent of the potential impacts on the historic environment as required either by the EIA regulations, National Planning Statements or the National Planning Policy Framework. Ahead of the submission of the Environmental Statement (ES), in support of the Development Consent Order (DCO) application, we will work with National Highways to ensure the ES does provide sufficient information.</p> <p>We have set out our advice below regarding the additional information which we consider it will be essential for you to supply to enable the Examining Authority to come to an informed view of the project.</p> <p>Notwithstanding this need for further information, it is already evident to us that the proposed development has the potential to have a significant environmental impact in EIA terms on the historic environment and that it could have a considerable impact on a number of designated heritage assets of national importance.</p> <p>In our view proportional and refined information is necessary to address these substantial impacts upon designated heritage assets in their shared landscape setting. The level of carefully considered information that in our view is required is proportional to the severity of the issues we have identified in relation to the proposed scheme, and directly related to the need to assess the overall sustainability of the development.</p>	<p>National Highways acknowledge the comments provided by Historic England regarding the PEI Report and the level of detail provided at statutory consultation. The further information requested by Historic England has now been provided within ES Chapter 6 Cultural heritage (Document Reference 6.2) and its associated appendices (Document Reference 6.4).</p> <p>National Highways has continued to engage with Historic England through the development of the ES (Document Reference 6.2) and has considered all specific responses provided at statutory consultation and at supplementary consultation; further detail is provided against the relevant points below. See Appendix C of the Statement of Commonality for more details (Document Reference 7.3).</p>	N/A
21	Historic England	<p><b>Historic England Advice</b> At the Preliminary Environmental Information Report (PEIR) stage our advice focuses upon how the draft environmental statement (ES) approaches the possible effects of development on the historic environment, particularly designated heritage assets. We will provide you with advice on whether the draft ES provides all the information reasonably required to both assess the environmental effects of the development under the Environmental Impact Assessment (EIA) regulations and enable the consultees and ultimately the Examining Authority to develop an informed view of the project.</p> <p>Our main focus in this letter is the level and content of the information submitted together with the methodology of assessment for designated heritage assets. In respect of the assessment of non-designated archaeological remains, we recommend that these should be addressed in further consultation with local government archaeological advisors.</p> <p>There are a number of current deficiencies in the submitted information which we aim to highlight below; however, there are some specific impacts to individual assets that we wish to identify at this stage so they can be addressed at an early stage.</p>	<p>National Highways acknowledges the comments provided by Historic England in relation to the scope of their review provided at statutory consultation stage. National Highways have considered all specific responses provided by Historic England in response to statutory and supplementary consultations.</p> <p>The further information requested by Historic England has now been provided within ES Chapter 6 Cultural heritage (Document Reference 6.2) and its associated appendices (Document Reference 6.4).</p>	N/A
22	Historic England	<p><b>General Advice</b> In general terms, Historic England advises that a number of considerations will need to be taken into account when proposals of this nature are being assessed. This includes consideration of the impact of associated development, including new junctions and works to the surrounding road network regarding realignment, reconfiguration and new feature like bridges:</p> <ul style="list-style-type: none"> <li>• The potential impact upon the landscape, especially if a site falls within an area of historic landscape;</li> <li>• Direct impacts on historic/archaeological fabric (buildings, sites or areas), whether statutorily protected or not. All grades of listed buildings should be identified;</li> <li>• Other impacts, particularly the setting of listed buildings, scheduled monuments, registered parks and gardens, conservation areas etc, including long views and any specific designed views and vistas within historic designed landscapes. In some cases, intervisibility between historic sites may be a significant issue;</li> <li>• The potential for buried archaeological remains;</li> </ul>	<p>National Highways acknowledges this comment. All the considerations requested by Historic England have been incorporated into the ES. Impacts on the historic landscape are detailed in ES Appendix 6.2 Historic Landscape Characterisation (Document Reference 6.4). Impacts on designated and non-designated heritage resources, both direct and resulting from a change to their setting, are included in ES Chapter 6 Cultural heritage (Document Reference 6.2) and ES Appendix 6.4 Impact Assessment Tables (Document Reference 6.4). Discussion of archaeological potential is included in ES Chapter 6 Cultural heritage (Document Reference 6.2) and ES Appendix 6.1 Archaeological and Historical Background, Appendix 6.5 Geophysical Survey Report and Appendix 6.6 Archaeological Trial Trenching Report (Document Reference 6.4). Effects on landscape amenity are included in ES Chapter 7 Landscape and visual effects, and cumulative impacts are included in ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).</p>	N/A

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		<ul style="list-style-type: none"> <li>• Effects on landscape amenity from public and private land;</li> <li>• Cumulative impacts</li> </ul> <p>In Historic England's view, the draft ES does not adequately address all of the above considerations.</p>		
23	Historic England	<p><b>Heritage Assets</b> The proposed scheme has the potential to impact a number of designated and non-designated heritage assets across a wide area. The PEIR identified for assessment 2 scheduled monuments, 194 listed buildings including 6 grade 1, 10 grade II* and 178 Grade II. There is also a registered park and garden as well as several conservation areas along with numerous non-designated heritage assets. Of particular concern to Historic England at this stage are:</p> <ul style="list-style-type: none"> <li>• Musgrave Farmhouse, Grade II* (National Heritage List for England No. 1177045);</li> <li>• Henlade House, Grade II* (National Heritage List for England No 1060397);</li> <li>• Church of St Aldhelm and St Eadburgha, Grade I (National Heritage List for England No. 1248192) and the scheduled cross in its churchyard (SM 32155; National Heritage List for England No 1017250);</li> <li>• Hatch Beauchamp complex associated with the grade I listed Hatch Court (National Heritage List for England No 1060405) and the grade II Registered Park and Garden (National Heritage List for England No 1001146);</li> <li>• Rowlands Farm and Mill, both listed at grade II*( National Heritage List for England No 1057097 and 1345847);</li> <li>• Jordan's Grotto listed at grade II* (National Heritage List for England No 1057070</li> <li>• Church of the Blessed Virgin Mary, Ashill (National Heritage List for England No 1057100) and the Church of the Holy Cross, Thornfalcon (National Heritage List for England No 1177251)</li> <li>• Further afield is Castle Neroche a scheduled monument of national importance (SM 24006; National Heritage List No 1008252).</li> </ul> <p>The potential impact on grade II listed buildings, as well as non-designated heritage assets including below ground archaeological remains will be dealt with by the local planning authorities' conservation officers and archaeological advisors. Further advice should be sought from the council's specialists on the historic environment.</p>	National Highways acknowledges the list provided by Historic England, all of which are assessed within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
24	Historic England	<p><b>Significance of heritage assets</b> The assets below are those (as listed above) regarding which Historic England is particularly concerned regarding the scheme at present. You should ensure that the ES contains a full assessment of significance for all these assets. Particular focus should be given to the significance they derive from that part of their settings through which the proposed route of the A358 would run. As presently submitted Historic England does not consider the descriptions of significance would form a sufficient foundation on which to base a decision regarding the scheme.</p>	National Highways has engaged with Historic England to determine what additional information is required and this has been incorporated into ES Chapter 6 Cultural heritage and its supporting appendices (Document References 6.2 and 6.4). All the heritage resources highlighted by Historic England, as well as all designated resources within 1km of the scheme boundary or beyond this but potentially impacted by changing noise or setting, have been assessed.	N/A
25	Historic England	<p><b>Significance of heritage assets - Musgrave Farmhouse</b> Musgrave Farmhouse is a medieval three-room cross passage domestic property. The house's surviving fabric clearly demonstrates the phased adaption of the property during the medieval and post medieval period. Due to its more than special architectural and historic interest the building is listed at grade II*.</p> <p>The land associated with the house is enclosed by a historic stone boundary wall with an associated farmstead to the north. It has a clear functional relationship with the surrounding agricultural land due to its former role as a farm. This rural setting is emphasised by the scale of the surrounding roads including the adjacent Stoke Road. Its surroundings are an intrinsic element of the experience of the house and contribute positively to the significance the site derives from its setting.</p>	National Highways agrees with the assessment of significance of this heritage resource. The ES contains additional assessment in relation to Musgrave Farmhouse in ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
26	Historic England	<p><b>Significance of heritage assets - The Grotto at Jordans</b> The grotto is a small summerhouse designed in the picturesque gothic revival style, which is located within the non-designated former park associated to the now lost Jordans House. The landscape is an integral element of its significance as a feature that is enjoyed as part of the experience of the site. Due to its more than special architectural and historic interest the building is listed at grade II*.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of the Jordans Park group contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A

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27	Historic England	<p><b>Significance of heritage assets - Hatch Court including St John the Baptist Church and the registered park and garden</b> Hatch Court is a complex site including both designated and non-designated heritage assets. The assets hold significance in their own right but also as a complex and cohesive group.</p> <p>Hatch Court is a Palladian style Country Mansion built by Thomas Prowse for John Collins Junior in 1755. Immediately north is the courtyard stable block, a 1820 replacement of an earlier block, contemporary with the mansion. Beyond that is the Church of St John the Baptist, whose Norman origins act as a reminder that a manor was established on this site following the conquest and has been in continuous occupation since. The house and church are due to their exceptional special interest have been listed at grade I and form the top 2.5% of all listed buildings in England. The stable block is also listed at grade II.</p> <p>This highly designated complex of buildings is located at the centre of a designed mid 18th century pleasure ground and parkland which occupies elevated land above the village. Made up of formal planting, open parkland and densely wooded areas, the space was enjoyed through the experience of numerous walks and views. Views were carefully managed within the landscape and out to borrowed views of the surrounding countryside, using tree belt planting to screen historically undesirable elements within their setting, much as the village. The landscape is recognised as being of historic interest in its own right and registered at grade II. However, it is also an integral component in the experience of the house and therefore also contributes to the significance the grade I listed building derives from its setting.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of the Hatch Court group contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
28	Historic England	<p><b>Significance of heritage assets - Church of the Blessed Mary, Ashill and Church of the Holy Cross, Thornfalcon</b> Both churches retain significant medieval fabric and notably a tower that forms a distinctive landmark. Visible in longer ranged view, these towers act as spiritual reference points within the landscape reinforcing their significance within their wider setting. Due to its more than special architectural and historic interest the Church of the Blessed Mary is listed at grade II*, and the Church of the Holy Cross at grade I due to its exceptional interest.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of the Church of the Blessed Mary and the Church of the Holy Cross contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
29	Historic England	<p><b>Significance of heritage assets - Church of St Aldhelm and St Eadburgha and the scheduled cross in its churchyard</b> The Church of St Aldhelm and St Eadburgha retains a high survival of medieval fabric within its construction including its late 13th/ early 14th chancel roof. Due to its exceptional special interest the building has been listed at grade I.</p> <p>A scheduled cross stands in the churchyard, also listed at grade II*. Its ecclesiastical purpose is closely associated with the role of the church, as part of processions, an external preaching platform as well as a recognisable landmark. This relationship with the church is a key factor contributing to its significance.</p> <p>The church is positioned some distance from the modern-day development of Broadway village. This isolated position is attributed to the existence of a Deserted Medieval Village (DMV) around the site as a result of a 17th century plague as described in the description of the Church in the National Heritage List for England. Therefore, its agricultural setting, the sense of detachment and experience of isolation all play a part in our understanding of the development of the Church, its surrounding landscape and the experience of the place. Consequently, these elements contribute to the significance the church derives from its setting.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of the Church of St Aldhelm and St Eadburgha group contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
30	Historic England	<p><b>Significance of heritage assets - Rowlands Farm and Mill</b> Rowlands Farm is a late 15th/ early 16th farmhouse situated in an elevated isolated location. It forms a group with Rowlands Mill, a 17th century water mill which is powered by artificial leats. Due to their more than special interest they have been listed at grade II*.</p> <p>Surrounded by agricultural land with associated water courses, the complex retains</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of Rowlands Mill and Farm contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A

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		a clear link between the role of the buildings and their setting, contributing to their significance.		
31	Historic England	<p><b>Significance of heritage assets - Henlade House</b> Built in 1805 - 15, Henlade House, also known as Mount Somerset Hotel, was built in an Italianate design by an unknown Italian architect. Its interior is recognised as being part of the aesthetic movement, a forerunner to the 20th century Arts and Crafts movement. The house has been listed at grade II* due to its more than special interest.</p> <p>The house is situated on an elevated vantage point. It is designed to take advantage of the views out to the north east, with the designed parkland and scattered trees surviving within the foreground, and borrowed views of the rural landscape beyond its boundary. These elements make a positive contribution to the significance of the affected assets.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of Henlade House contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
32	Historic England	<p><b>Significance of heritage assets - Castle Neroche</b> Castle Neroche consists of a motte and bailey castle, along with earlier defensive works associated with multi-phase enclosures, situated on a spur of land protruding from the Blackdown escarpment. Its conspicuous location acts as a display of power as well as having a defensive function. The building is designated as a scheduled monument due to its national importance and its setting is an integral element in our understanding of its historic role.</p>	National Highways is in agreement with the assessment of significance of this heritage resource, and it is reflected in the discussion of Castle Neroche contained within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
33	Historic England	<p><b>Impact of the proposed development</b> In our view the proposed road scheme has the potential to have an adverse impact on a number of highly designated heritage assets. Further information is required in respect of the PEIR to enable the Examining Authority and Historic England, together with other statutory consultees and interested parties, to make a rigorous assessment of the potential impacts and whether they can be avoided, or if all opportunities to minimise those impacts have been designed into the scheme. This process is necessary to demonstrate that great weight has been given to the conservation of the heritage asset through the emerging development of the scheme.</p>	National Highways has individually assessed all potentially impacted heritage resources, including the contribution made by their setting. This is reported within ES Chapter 6 Cultural heritage and its supporting appendices (Document References 6.2 and 6.4). Where possible impacts have been reduced or eliminated through the development of the design.	N/A
34	Historic England	<p><b>Draft Environmental Statement (ES)</b> Having reviewed the draft ES Historic England has set out the following comments by chapter which we consider will need to be addressed prior to submission of the application.</p>	National Highways acknowledges this comment.	N/A
35	Historic England	<p><b>Draft Environmental Statement (ES) – a) Chapter 2 – The Project</b> Table 2-1 sets out the objectives of the project, which include the environment. Unfortunately, the historic environment is not made reference to as a contributing factor to this objective. We consider this to be an oversight as the historic environment has an intrinsic role in terms of our understanding of the environment and landscape.</p> <p>Sustainable development under the National Planning Policy Framework (NPPF) recognises the historic environment as a key component to this environmental objective. The National Policy Statement for National Networks (NPSNN) identifies that its overall strategic aims are consistent with the NPPF including achieving sustainable development (Para 1.18 and 1.20). The NPSNN also recognises that development should be designed to minimise environmental impact and identify ways to enhance the historic environment (Para 3.2 and 3.5). Consequently, we consider that the historic environment should be recognised as part of the outlined objectives for the proposal.</p>	<p>The scheme objectives are outlined in ES Chapter 2 The project (Document Reference 6.2) which includes under the Environment objective “to avoid unacceptable impacts on the surrounding landscape and natural historic environment and explore opportunities for enhancement.”</p> <p>The historic environment is recognised as a part of the objectives for the scheme, and assessed against the National Planning Policy Framework (NPPF) and the National Policy Statement for National Networks (NPSNN) in ES Chapter 6 Cultural heritage (Document Reference 6.2) and the Case for the Scheme (Document Reference 7.1).</p>	N/A
36	Historic England	<p><b>Draft Environmental Statement (ES) – b) Chapter 3 – Alternative Routes</b> Cultural heritage is identified as a criterion within the associated options appraisal considering the alternative routes (Appendix 3.2). Unfortunately, the main discussion in Chapter 3 is based on the objective set out in Chapter 2. As the historic environment has not been included at this stage, there is no assessment of how cultural heritage has been taken into account in the process of identifying the preferred option. As great weight needs to be given to the historic environment (NPSNN 5.131), and in line with the comments raised above (NPSNN 1.18, 1.20,</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) sets out the reasons for the selection of a preferred route, including an appraisal of alternatives and the associated factors used to appraise the options (which included cultural heritage). National Highways has progressed the scheme accordingly, and the options assessment process is set out in ES Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation	N/A

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		3.2 and 3.5), the assessment of the alternative routes should include a more robust assessment of the historic environment.	Report (Document Reference 5.2) for further information. The Environmental Impact Assessment (EIA) has been carried out in relation to the Preferred Route.	
37	Historic England	<p><b>c) Chapter 6 - Cultural Heritage - i. Format of documentation</b> Chapter 6 is a dedicated chapter on Cultural Heritage. However, the majority of the assessment is spread across five appendices (6.1 - 6.5) with only the mitigation information included in Chapter 6. The evidence base is currently disjointed, particularly between Appendix 6.3, 6.4 and the information on mitigation in Chapter 6. Further consideration should be given as to how these various reports can more easily be read in conjunction with one another in order to reflect the staged approach set out in Good Practice Advice Note 3, The Setting of Heritage Assets (GPA3). The main ES chapter should provide a summary of the assessment as set out within the various appendices and not be limited to an assessment of the mitigation.</p> <p>Whilst we appreciate the need to produce an assessment in line with the Design Manual for Roads and Bridges (DMRB) and EIA Regulations, we have reservations regarding the sole use of a tabular and atomised approach to the assessment of impact on individual heritage assets. In our view, this approach fails to properly engage with the nature of the significance of the assets and their relationships with each other, the surrounding topographic landscape, and their shared historic and archaeological landscape context. We consider that such matrices tend to confuse concepts of the significance, sensitivity and magnitude of impact whilst atomising complex relationships between features and apparent impacts. In line with GPA3 a narrative description of significance and impact should be submitted to accompany the matrix based assessments.</p> <p>Furthermore, no historic map regression has been provided which forms a key piece of evidence as part of any assessment process trying to understand significance, particularly at a landscape scale. This evidence based needs to be provided as part of the supporting documentation prior to making a statutory application.</p>	National Highways acknowledges this concern for greater clarity and readability across Chapter 6 Cultural heritage of the PEI Report presented at statutory consultation and related chapter of the Environmental Statement (ES) and its appendices (Document References 6.2 and 6.4). Given the scale of the assessment, the tabular approach has been used to allow for location of specific details, but includes narrative assessment of setting and significance in line with the comments here. Additionally, where there are significant impacts, ES Chapter 6 Cultural heritage (Document Reference 6.2) includes a narrative description of the elements required under GPA3. Further signposting and cross-referencing has been added to the ES to enable easier and clearer navigation across the appendices. A historic map regression has been undertaken as part of the baseline analysis, contained within ES Appendix 6.1 Archaeological and Historical Background (Document Reference 6.4). To make this clearer, a summary of all elements of the baseline methodology has been included within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
38	Historic England	<p><b>c) Chapter 6 - Cultural Heritage - ii. Assessment of Value</b> Table (6-2) sets out the relative environmental values of differing levels of designation. We note reference to LA104 from DMRB; however, the table is neither consistent with this nor internally consistent. For example, grade II Registered Park and Gardens are included within the medium value while grade II listed buildings are appropriately recognised within the high category. Both of these are national designation and as such should be given weight within the value table.</p>	National Highways acknowledges this comment in relation to assessment of value. Grade II Registered Parks and Gardens have been assigned high value within ES Chapter 6 Cultural heritage (Document Reference 6.2) and Table 6-2 updated accordingly.	N/A
39	Historic England	<p><b>c) Chapter 6 - Cultural Heritage - iii. Appendix 6.3 - Gazetteer of Heritage resources</b> Due to the tabular nature of the assessment process key relationships and the contribution that different assets make to each other has not been clearly articulated within the report. An obvious example is the relationship between Hatch Court and its landscape, which within the report does not recognise the value the landscape contributes to the significance of the grade I listed house. This is important as it means that the Registered landscape is not only valued as a national designation in its own right but also contributes to the significance of the house as an important part of its setting. This example is not isolated and therefore we advise that the value attributed to assets through their relationship with other designated or non-designated heritage assets needs to be more explicitly addressed in the ES prior to submission of the DCO application.</p>	National Highways acknowledges this issue. The Gazetteer of heritage resources presented as ES Appendix 6.3 (Document Reference 6.4) has been formatted numerically. In addition, greater cross-referencing has been added with additional grouping within ES Chapter 6 Cultural heritage (Document Reference 6.2), where appropriate, to allow greater discussion of how impacts to groups of heritage resources (particularly Hatch Park, but also others such as Henlade House and Jordans Park) have been addressed.	N/A
40	Historic England	<p><b>c) Chapter 6 - Cultural Heritage - iv. Appendix 6.4 - Preliminary Impact Assessment Table</b> In our view some of the assessed magnitude of impacts appear too low in relation to the proposed works. This may be due to inconsistencies between the proposals and what is considered under the assessment. For example, A358 Plan and Profile Drawing Section 1 (HE551508/ARP/HML/ML_A358_Z/-DR-ZH-000002) shows that the scheme will bring the alignment of Stoke Road considerably closer to Musgrave Farmhouse, encroaching over the historic boundary adjacent to the house and resulting in the loss of the existing curtilage wall. This element of the works and resulting impacts is not referred to within the assessment in Appendix 6.4.</p>	<p>National Highways acknowledges and has considered the comments made in relation to preliminary heritage impacts. ES Chapter 6 Cultural Heritage (Document Reference 6.2) includes a full assessment of the finalised design, carried out in line with DMRB LA104 and LA106.</p> <p>Following review of the updated information, including that on Musgrave Farmhouse, further discussions have taken place between National Highways and Historic England and further details are contained in the Statement of Common Ground between Historic England and National Highways (see Statement of Commonality, Document Reference 7.3).</p>	No

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		Therefore, in our view, there is insufficient information included from which the level of harm can be ascertained.		
41	Historic England	<p><b>c) Chapter 6— Cultural Heritage— v. Avoiding and Minimising Harm</b> The Preliminary Impact Assessment Table does not consider whether any potential harm could be avoided or minimised. We note that mitigation is provided under Table 6-5 but this does not address the requirement to avoid or minimise harm where identified prior to considering how that harm might be mitigated.</p> <p>In the case of Musgrave Farmhouse this element of the work has not yet been considered in detail which is disappointing due to the sensitivity of the site and the potential impact of the proposed development. Consequently, it is not clear whether the potentially significant harm that could be caused by the realignment of Stoke Road and the loss of the historic boundary and the erosion of the setting in such close proximity to the house could be avoided.</p>	<p>ES Chapter 6 Cultural heritage (Document Reference 6.2) includes a discussion of embedded mitigation that applied during the design development. Acknowledging this comment from Historic England, National Highways has updated the Appendix 6.4 Impact Assessment Tables (Document Reference 6.4) to include a note of where there is embedded mitigation applied prior to the assessment of the magnitude of impact. In addition, further detail has been supplied in relation to heritage impacts to Musgrave Farmhouse.</p> <p>The preliminary design as subject to the DCO application is the optimal solution but it is acknowledged there would be a significant effect on Musgrave Farmhouse, as has been assessed in ES Chapter 6 (Document Reference 6.2). The design must adhere to, at least, the minimum road safety standards, requiring a slight western offline alignment for Stoke Road. Other options have been considered but discounted because they would not be feasible or acceptable because of their impacts.</p>	No
42	Historic England	<p><b>Draft Environmental Statement (ES) - d) Chapter 7 - Landscape</b> As part of the Landscape Chapter, visualisations should also be prepared in order to better understand the potential visual impacts of the scheme on various affected heritage assets. Where required they should be cross referenced within the setting assessment.</p>	ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) cross-references the visualisations presented within ES Chapter 7 Landscape and visual effects (Document Reference 6.2), where appropriate, within the discussion of setting. Landscape visualisations relevant to heritage assets are presented on ES Figure 7.9 (Document Reference 6.3), with the locations shown on ES Figure 7.4 (Document Reference 6.3).	N/A
43	Historic England	<p><b>d) Chapter 7 - Landscape - i. Selection of views</b> None of the viewpoints proposed consider the impact of the development in views from or towards any of the heritage assets affected. This is disappointing as Historic England specifically identified a number of sites within our EIA scoping response and also identified the need for the Heritage Consultant to be engaged at an early stage in this process.</p> <p>Therefore, in light of the potential impact that could be caused, we would expect to have seen clear evidence included in the PEIR and the viewpoint selection that the heritage consultants had been engaged at an early stage to identify the relevant views. The selection should not only have considered direct views from the asset but also views where the new road and the affected heritage asset can be seen together, for example the relationship with the road in views towards church towers.</p> <p>In our opinion, views should be provided in relation to all the highly graded heritage assets identified within the PEIR and should be agreed with both Historic England and heritage specialists from the LPAs. We have identified a number of views that we would expect to be included but these are by no means an exhaustive list.</p> <ul style="list-style-type: none"> <li>• Musgrave Farmhouse <ul style="list-style-type: none"> <li>o Viewpoint (VP) 4 should ensure that Musgrave Farm is identified within the view</li> <li>o A VP along Stoke Road looking north should be provided in order to understand the impact of the realignment of the road on the setting of Musgrave House.</li> </ul> </li> <li>• Henlade House <ul style="list-style-type: none"> <li>o A VP from the front doors looking north across the Vale.</li> </ul> </li> <li>• Hatch Court <ul style="list-style-type: none"> <li>o Clarification in respect of the location of VP 12 in relation to the main house and park. It may be that this could be altered to capture both the heritage asset and the landscape effects.</li> <li>o VP from near the church looking S/ SW. We understand that it is not intended to have lights at the Martock's Tree Green Junction; however, should this change through the application process then a view that considers the development at night and the impact of the additional lighting should be provided.</li> </ul> </li> <li>• Church of St Aldhelm and St Eadburgha <ul style="list-style-type: none"> <li>o VP 28 and 29 should take in the church tower within the frame.</li> <li>o An additional VP needs to be taken to assess the impact of the new road and the new secondary road from the churchyard.</li> </ul> </li> <li>• Castle Neroche <ul style="list-style-type: none"> <li>o We note VP32 and 33 offer some indication of the impact of the scheme from a</li> </ul> </li> </ul>	<p>National Highways has made an assessment for each resource identified of the contribution made by their setting, where there is the potential for impact, in line with HE2017 The Setting of Heritage Assets.</p> <p>National Highways note that changes to the setting of heritage resources do not occur solely through visual aspects of the scheme, and also include noise and vibration. The assessment reported in ES Chapter 6 Cultural heritage (Document Reference 6.2) has been undertaken and overseen by heritage specialists with a high level of professional experience in assessing the impact of changes to the setting of heritage resources. The assessment therefore does not rely on specific viewpoints from individual heritage resources, but was informed by site visits, detailed discussions with landscape and visual impact assessment (LVIA) specialists, and with reference to the representative viewpoints selected by those LVIA specialists.</p>	N/A

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		similar vantage point to Castle Neroche. It might be advantageous to provide a specific VP from this location due to the sensitivity of the asset and the importance of longer ranged views in respect of its significance.		
44	Historic England	<b>d) Chapter 7— Landscape— ii. Impact of Mitigation on Viewpoints</b> Table 6-5 Significant Construction Effects identifies potential mitigation through the development of hedgerows and woodland. Where this is proposed, the montages should show how the vegetation will develop over time at the point of construction, 5 and 10 years.	The photomontages are proposed to illustrate how the vegetation will develop over time. They are presented at Year 1 and Year 15, to align with the approach and methodology submitted in the Environmental Scoping Report and agreed with the Examining Authority (see ES Appendix 4.1 The Planning Inspectorate Scoping Opinion (Document Reference 6.4)), and assessment timescales set out within ES Chapter 7 Landscape and visual effects (Document Reference 6.2).	N/A
45	Historic England	<b>Draft Environmental Statement (ES) - e) Chapter 11 - Noise &amp; Vibration</b> The operational impacts of the scheme are still outstanding (Para 6.9.2 - PEIR). Due to the lack of the evidence in respect of this aspect of the assessment, we would question whether the PEIR has been submitted prematurely before all the information could be prepared.  We consider that the heritage consultant should be involved in identifying which assets need to be considered in order to inform the assessment of the operational impacts of the scheme in heritage terms. In light of this lack of information, it calls into question the validity of the assessment undertaken to date and the magnitude of impact levels attributed to the more sensitive heritage assets.	Heritage and noise specialists have liaised to add the appropriate receptors to the noise modelling and results have been reported in the Environmental Statement ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4).	N/A
46	Historic England	<b>Draft Environmental Statement (ES)— e) Chapter 11— Noise &amp; Vibration</b> <b>i. Vibration</b> In terms of the proximity of some of the works to highly designated listed buildings, we would question why the potential impact of vibration has been scoped out and whether it would be advantageous to consider any monitoring especially in those areas of significant engineering works. If listed buildings are to be scoped out, the ES must demonstrate how established thresholds have been applied in line with agreed standards to satisfy the Examining Authority and consultees that there will be no potential for impact.	The potential for vibration effects has been discussed between specialists as part of the design and assessment process.  To clarify; only operational vibration is scoped out of the assessment, however construction vibration has been assessed. National Highways has assessed the impact of construction vibration from earthworks and pavement compaction activities on heritage assets within ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4).  Where vibration impacts could occur at noise and vibration sensitive receptors (used by people), these have been reported in ES Chapter 11 Noise and Vibration (Document Reference 6.2), with results presented in ES Appendix 11.4 (Document Reference 6.4). Details of proposed mitigation measures to control potential vibration impacts is presented within ES Chapter 11 Noise and vibration (Document Reference 6.2) and ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).	N/A
47	Historic England	<b>Draft Environmental Statement (ES) - f) Plans and Drawings</b> Further plans and sections are required in order to inform the assessment of the potential impact. Where there is the potential for direct impact on a listed building (or other designated heritage asset) or within its immediate setting, detailed drawings should be provided in order to fully ascertain the extent of impact. This is the case at Musgrave Farm, where the farmyard would be affected as well as potentially its more immediate domestic curtilage due to the loss of its historic boundary wall. This lack of detail means that there are some inconsistencies within the report which it is important for National Highways to address prior to submission of any statutory application.  Long sections should also be provided in order to illustrate the potential impact of the proposed works and the relationships with affected listed buildings. For example, a section through Musgrave Farmhouse to show the relationship of the cutting and the proposed bridge to the main house is required.	National Highways has submitted general arrangement plans, engineering drawings and sections and heritage designation plans as part of the DCO submission (see Document reference 2.5a, 2.5b and 2.10) which demonstrate the setting of the listed building in the context of the scheme.	N/A
48	Historic England	<b>Policy Context</b> The National Policy Statement for National Networks (NPSNN) states at paragraph 5.2 that 'Sufficient relevant information is crucial to good decision-taking...'  The NPSNN polices for the Historic Environment are Chapter 5, Para 5.120 -5.143. The NPSNN includes a requirement that the applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant Historic Environment Record should have	National Highways acknowledges this comment made by Historic England. Cultural heritage has been considered through the development of design options for the scheme. In cases such as the listed bridge near Thornfalcon (heritage asset name "ROAD BRIDGE AT NGR ST 2815 2249" (NHLE: 1177245)) this process has allowed the significant adverse effect identified in the PEI Report to be avoided completely. The ES (Document Reference 6.2) submitted with the DCO contains the details of the assessment process alongside the approach to mitigation (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)).	Yes

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		<p>been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation. (5.127). At present Historic England does not consider that sufficient information has been included in the draft ES to meet the requirements of the NPSNN.</p> <p>Through the assessment process, the NPSNN recognises that when considering the impact of a proposed development on any heritage assets, the Secretary of State should take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal (Para 5.129). It identifies that any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss (5.132). There is also a desirability of sustaining and, where appropriate, enhancing the significance of heritage assets, the contribution of their settings and the positive contribution that their conservation can make to sustainable communities - including their economic vitality (NPS 5.130). While the Applicants should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably</p> <p>The NPSNN identifies that when considering the impact of a proposed development, the Secretary of State should give great weight to the asset's conservation (NPS 5.131).</p> <p>At present Historic England does not consider that sufficient weight has been given to the conservation of designated heritage assets and consequently the need to identify ways to avoid or minimise harm before considering how it might be mitigated are not sufficiently demonstrated in the process of assessment conducted under the draft ES.</p> <p>Where harm is identified, then it will need to be considered against any public benefits offered by the scheme (Para 5.133 and 5.134).</p>		
49	Historic England	<p><b>Historic England's Position and Recommendation</b> In Historic England's view, the draft ES does not adequately address all of the above considerations.</p> <p>In our view the following information remains outstanding from the PEIR and should be provided in order to ensure that the ES provides adequate information by which to consider the impacts of the proposal. These outstanding issues are -</p> <ul style="list-style-type: none"> <li>o Ensuring that the Historic Environment is incorporated into the objectives (chapter 2 and 3) and is given great weight in the assessment of the various options of alternative routes.</li> <li>o Providing a narrative assessment of heritage impacts between Chapter 6 and the appendices (6.1 - 6.5) ensuring that it reflects the staged approach set out in GPA3</li> <li>o Ensuring that the values applied to designated assets are appropriately and consistently applied..</li> <li>o Reviewing the levels attributed to the Magnitude of the Impacts especially in respect to the potential impact at Musgrave Farm and consider the ways in which to harm caused by the scheme can be avoided.</li> <li>o Including a comprehensive set of visualisations to inform and illustrate the assessment of impact of the development on the historic environment including time lapses to understand the effect of proposed mitigation over time.</li> <li>o Submitting additional information in respect of Noise and vibration (Chapter 11) to be incorporated into the assessment regarding heritage assets.</li> </ul>	<p>National Highways acknowledges the recommendations provided by Historic England at statutory consultation, notably in relation to the PEI Report.</p> <p>The documents submitted for the DCO include:</p> <ul style="list-style-type: none"> <li>• The protection of the Historic Environment as part of the objectives of the scheme as detailed in ES Chapter 2 The project (Document Reference 6.2)</li> <li>• Narrative assessment of significant impacts to heritage resources within ES Chapter 6 Cultural heritage, in combination with the tabulated assessment in Appendix 6.4, both undertaken following the staged approach detailed in GPA3 (Document Reference 6.2 and 6.4)</li> <li>• Values of heritage resources applied in line with Design Manual for Roads and Bridges (DMRB) LA104 and LA106 (ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4))</li> <li>• Detailed discussion of the impacts to Musgrave Farm (see ES Chapter 6 Cultural heritage (Document Reference 6.2))</li> <li>• As noted at row ID 42. visualisations as part of ES Chapter 7 Landscape and visual effects (Document Reference 6.2), which inform the assessment of the impact of the scheme on the setting of heritage resources.</li> <li>• Assessment of the effects of noise and vibration on heritage resources (see ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4))</li> </ul>	N/A

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		o Submitting additional detailed plans and sections to inform assessment and understanding of the potential impacts of the scheme.	<ul style="list-style-type: none"> <li>Drawings as required for the DCO Volume 2 (Plans, Drawings and Sections), Specifically General Arrangement Plans (Document Reference 2.5a and 2.5b)</li> </ul> <p>It should be noted that the ES (Document Reference 6.2) only assesses the impacts of the preferred route – previous alternative routes are not included, see ES Chapter 3 Assessment of Alternatives (Document Reference 6.2).</p>	
50	Historic England	<b>General</b> Historic England will provide on-going advice to National Highways on all the above to ensure that the ES provides the information reasonably required to both assess the environmental effects of the development under the Environmental Impact Assessment (EIA) regulations and enable the consultees and ultimately the Examining Authority to develop an informed view of the project.	National Highways are continuing to engage with Historic England and welcome feedback throughout the DCO application and examination process.	N/A
51	HSE	General HSE's involvement is as a statutory consultee under Section 42 of the Planning Act 2008 and we give our advice in that context.  HSE does not have infrastructure or apparatus within the red line boundary of this project.	National Highways acknowledges the confirmation from HSE that no infrastructure or apparatus within HSE operations are located within the scheme boundary.	N/A
52	HSE	Please note that HSE's response remains unchanged from that sent to you in April 2021 (this is copied again below for information with up to date responses).	National Highways acknowledges these comments made by HSE and note the position remains unchanged from the advice provided to the EIA scoping report.	N/A
53	HSE	Hazardous Substances Would Hazardous Substances Consent be needed? The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) may require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others, for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015. Hazardous Substances Consent would be required if the proposed development site is intending to store or use any of the Named Hazardous Substances or Categories of Substances and Preparations at or above the controlled quantities set out in schedule 1 of these Regulations. Further information on HSC should be sought from the relevant Hazardous Substances Authority.	The Planning (Hazardous Substances) Regulations 2015 makes provision for giving consent, permission or other authorisation means by making a Development Consent Order under section 114 of the Planning Act 2008, as is sought for the scheme.  As hazardous substances consent is expected to be required during construction, this would be addressed in the Consents and Agreements Position Statement (Document reference 7.2).	N/A
54	HSE	General 22 April 2021 (comments raised on the scoping report) Thank you for your letter of the 13 April 2021 regarding the information to be provided in an environmental statement relating to the above project. HSE does not comment on EIA Scoping Reports but the following information is likely to be useful to the applicant. HSE's Land Use Planning Advice (CEM HD5 Contribution)	National Highways acknowledges this comment.	N/A
55	HSE	Electrical Safety No comment from a planning perspective.		N/A
56	HSE	Explosives Sites HSE has no comment to make as there are no licensed explosives sites in the vicinity.	National Highways acknowledges the confirmation from HSE that no licensed explosive sites within HSE operations are located within the scheme boundary or wider vicinity.	N/A
57	HSE	Major Accident Hazard Pipelines - location Will the proposed development fall within any of HSE's consultation distances? With reference to Figure 1.1 Proposed Scheme Location contained within Highways England document A358 Taunton to Southfields Dualling Scheme Environmental Impact Assessment Scoping Report - Volume 2: Figures HE551508-ARP-EGN-ZZ-RP-LE-000012 23/03/21 on which is shown a redlined area. Passing through the southernmost section of the redlined area are two Major Accident Hazard Pipelines operated by National Grid Gas PLC: <ul style="list-style-type: none"> <li>14 Feeder Barrington / Kenn [Transco ref: 1530, HSE ref: 7262]</li> <li>20 Feeder Ilchester / Ottery St. Mary [Transco ref: 1531, HSE ref: 7263]</li> </ul> The redlined area does not currently fall within the consultation distances of any Major Accident Hazard Installation(s).	A description of mitigation from major accidents and disasters is provided in ES Chapter 4 Environmental assessment methodology (Document Reference 6.2).	N/A

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58	HSE	<p>Major Accident Hazard Pipelines - response</p> <p>At this stage of the consultation process it is not possible for HSE to provide an indication of its public safety Land Use Planning advice; There is currently insufficient information available to determine to what extent the proposed development will impact on new or existing populations (permanent or temporary) that may fall within Major Accident Hazard Pipeline(s) HSE's public safety consultation zones.</p> <p>Please note if at any time a new Major Accident Hazard Pipeline is introduced or existing Pipeline modified prior to the determination of a future application, then the HSE reserves the right to revise its advice.</p> <p>Likewise if prior to the determination of a future application, a Hazardous Substances Consent is granted for a new Major Hazard Installation or a Hazardous Substances Consent is varied for an existing Major Hazard Installation in the vicinity of the proposed project, then again the HSE reserves the right to revise its advice.</p>	A description of mitigation from major accidents and disasters is provided in ES Chapter 4 Environmental assessment methodology (Document Reference 6.2).	N/A
59	Ministry of Defence	<p><b>General</b></p> <p>Thank you for consulting the Ministry of Defence (MOD) on the above proposed development.</p> <p>It is understood that National Highways Limited intends to make an application to the Secretary of State for Transport under Section 37 of the Planning Act 2008 for a Development Consent Order (DCO). The Application is for the proposed A358 Taunton to Southfields Dualling Scheme in Somerset.</p> <p>The schemes proposals include approximately 8.5 miles of new dual carriageway connecting junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster, incorporating the creation of 4 new bridges along the route.</p>	National Highways acknowledges this comment.	N/A
60	Ministry of Defence	The proposed application route occupies the statutory aerodrome height and birdstrike safeguarding zones surrounding RNAS Merryfield, which serves as a satellite to the larger RNAS Yeovilton, and it is used mainly as a training facility for helicopter pilots.	National Highways has commenced dialogue with RNAS Merryfield, and this engagement and liaison will continue in advance of and during the construction phase. In response, a Bird Strike Risk Assessment (BSRA) and Bird Hazard Management Plan (BHMP) is presented as part of the EMP (ES Appendix 2.1 Environmental Management Plan, Annex J) (Document Reference 6.4) which sets out measures to reduce the occurrence of large and/or flocking birds identified as hazardous to aircraft. The BSRA and BHMP covers the entire scheme and considers surface water management and drainage proposals. The BSRA and BHMP identifies hazardous species based on desk study and field survey information, and provides details on habitat creation, habitat management and bird deterrent measures that would be included in the scheme to ensure the risk of bird strike remains very low through the construction and operational phases of the scheme.	N/A
61	Ministry of Defence	<p><b>Aerodrome height safeguarding zone</b></p> <p>These statutory height safeguarding zones ensure aviation safety by providing a means to comment on, object to, or require conditions where development exceeds obstacle limitation surfaces. These obstacle limitation surfaces are the means by which the airspace above and associated with an aerodrome is classified and which allow the physical effect of development on aviation safety to be assessed. Based upon the information provided we have completed an initial safeguarding assessment and can confirm there are potential aerodrome height safeguarding concerns with the proposals.</p> <p>The MOD recognises that cranes and/or other tall plant equipment may be used during the construction phase to install the bridges. Cranes in the vicinity of aerodromes are of concern to the MOD. Given the proximity of the application site to RNAS Merryfield, we will need to ensure that any cranes will not affect aviation safety. Therefore, it will be necessary for the developer to liaise with the MOD prior to the erection of any cranes or temporary tall structures.</p>	National Highways has commenced dialogue with RNAS Merryfield, and this engagement and liaison will continue in advance of and during the construction phase.	N/A
62	Ministry of Defence	<p><b>Lighting</b></p> <p>If any flood lights are to be used during the construction of this development this will need to be coordinated with the station, so it doesn't impede air traffic operations.</p>	The need for, and details of, temporary lighting during construction will be developed in future project stages and this will be reviewed and co-ordinated with RNAS Merryfield as necessary to avoid impeding air traffic operations. Further details with regard to construction task lighting is presented within ES Chapter 2 The project (Document Reference 6.2) and Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).	N/A
63	Ministry of Defence	<p><b>Birdstrike safeguarding zone</b></p> <p>This a zone 12.87km/8miles in diameter around certain military aerodromes designed to regulate developments that could introduce or support populations of</p>	National Highways has produced a detailed Bird Strike Risk Assessment (BSRA) and Bird Hazard Management Plan (BHMP) presented as part of the EMP (ES Appendix 2.1 Environmental Management Plan, Annex J) (Document Reference 6.4) which sets out	No

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		large and/or, flocking birds hazardous to aircraft. The proposed development sites fall within this birdstrike safeguarding zone and as such, we would pay particular attention to any surface water management/ drainage proposals for the development during and after the construction phase.	measures to reduce the occurrence of large and/or flocking birds identified as hazardous to aircraft. The BSRA and BHMP covers the entire scheme and considers surface water management and drainage proposals. The BSRA and BHMP identifies hazardous species based on desk study and field survey information, and provides details on habitat creation, habitat management and bird deterrent measures that would be included in the scheme to ensure the risk of bird strike remains very low through the construction and operational phases of the scheme.	
64	Natural England	<b>General</b> Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.	National Highways acknowledges the response from Natural England.	N/A
65	Natural England	<b>Engagement with the scheme to date</b> Natural England welcomes the ongoing pre-application discussions on matters within our remit that have been taking place with National Highways and its ecology team over the past months. The engagement has been constructive and it is clear that advice we have provided has informed the survey scope and other matters covered in the Preliminary Environmental Report. Overall, we consider that the project team is taking a robust approach to the assessment of impacts on natural environment interests and, without prejudice, laying the foundations for an acceptable package of mitigation and compensatory/enhancement measures. As per early discussions on the A358 scheme we consider that the overall objective for a large infrastructure scheme such as this should be to deliver a measurable 'net gain' in terms of biodiversity but also to do that in a manner that improves the overall habitat connectivity and resilience within and around the route corridor.	National Highways acknowledges the support for previous and ongoing engagement with Natural England.  National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation. These 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.  The Defra Biodiversity Metric 3.1 (published in April 2022) has been used to account for habitat losses and gains on the project. The results of this assessment are provided in the Biodiversity Metric Report found within ES Appendix 8.6 (Document Reference 6.4).	Yes
66	Natural England	<b>Biodiversity interests - Designated Sites and HRA Screening</b> We note that with the exception of Bracket's Coppice SAC and Severn Estuary SPA, all of the identified internationally designated sites will be taken forward for appropriate assessment. This includes Hestercombe House SAC, Beer and Quarry Caves SAC, and Exmoor and Quantock Oakwoods SACs, all notified for bat populations, and you have noted that the Somerset Levels and Moors SPA and Ramsar Site are hydrologically linked to the proposed scheme. We agree that the A358 project should be assessed in terms of water quality impacts on the Ramsar Site and note that a preliminary assessment is not provided at this stage. We note that you have also stated that air quality impacts are preliminarily assessed as having a neutral effect on designated sites due to the distance.	National Highways acknowledges the references to designated sites and the requirement for an HRA screening. An updated Habitats Regulations Assessment: Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5) is included with the DCO application.  ES Chapter 8 Biodiversity (Document Reference 6.2) concludes that a significant effect as a result of nitrogen deposition is predicted at one Local Wildlife Site/Ancient Woodland (Saltfield Copse). Mitigation has been developed to compensate for this impact including sensitive management of the habitat and provision of new woodland in locations away from the road. The impact at all other designated sites is not significant.	Yes
67	Natural England	<b>Biodiversity – Habitats and Protected Species</b> We consider that appropriate guidance and good practice has been followed in the survey work carried out to date, which provides a firm basis for considering how best to integrate scheme design with strategy for mitigation and enhancement / net gain. It is clear that route corridor supports a range of habitats and protected species. Bats and dormice are of particular importance with significant populations. With a scheme of this nature, these and other species are likely to be affected by loss, severance, or fragmentation of habitat. In designing appropriate strategies for avoidance, mitigation, and enhancement, it is useful to start from a position of understanding the key ecological networks and features of the route corridor. The largely wooded long-distance ridge that intersects the scheme in the Hatch Beauchamp area is a prime example and Natural England is supports a focus on the maintaining and enhancing the Griffin Lane wildlife corridor underneath the existing A358. We look forward to further discussions on the strategy for wildlife interests. The project will require a number of wildlife licenses and we will be liaising with our wildlife licensing team in order to provide advice on licensing needs as needed.	Further consultations with Natural England have been undertaken in development of the mitigation strategies as detailed within ES Chapter 8 Biodiversity Appendices 8.24-8.35 submitted as part of the DCO application (Document Reference 6.4, Appendices 8.24-8.35). These strategies have informed the approach to be taken and detailed within the various wildlife licences required for the scheme.  The environmental mitigation for the scheme has been designed to improve connectivity between existing and proposed areas of semi-natural habitats along the scheme. Offsite mitigation has been proposed in key locations to bolster isolated blocks of semi-natural habitats helping to ensure the long-term viability of these habitats and the species communities they support. As an example, large blocks of woodland have been created around the Griffin Lane area on either side of the A358 to complement the belt of woodland that runs through the landscape in this part of Somerset, extending from the levels south to the Blackdown Hills. This approach is in line with the aims of the Nature Recovery Network strategy.	Yes
68	Natural England	<b>Habitats and Protected Species – Bats</b> We have held a number of discussions with the project team about the scope and findings of bat survey. The survey has included a range of techniques designed to develop a sound understanding of how bats are using the route corridor landscape and interacting with the road and other features, which has included a range of techniques. It has been agreed that due to some limitations with interpretation of	Details of the bat roost, bat activity, bat trapping and radio tracking and bat hibernation surveys are provided in ES Chapter 8 Biodiversity (Document Reference 6.2) and supporting ES Appendices 8.8 Ecological Baseline Report – Bat Roosts, 8.9 Ecological Baseline Report – Bat Activity, 8.10 Ecological Baseline Report – Bat Trapping and Radio Tracking and 8.11 Ecological Baseline Report – Bat Hibernation. The ES (Document Reference 6.4) also includes a mitigation strategy for bats (ES Appendix 8.27 Ecological	Yes

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		early bat survey work undertaken several years ago, it is likely to be necessary to undertake further targeted survey in 2021/22 in order to complete the picture and provide additional evidence to underpin and justify the mitigation strategy for bats. A number of maternity colonies for Annex II species, Bechstein's and Barbastelle, have been identified in vicinity of the A358, which is significant. Other Annex II bats including horseshoe bats also use the area in significant numbers as well as many of the more common species. The preliminary analysis is that the Annex II species regularly cross the existing A358, particularly at favoured locations where mature habitat features support this.	Mitigation Strategy – Bats) which has been discussed in meetings with Natural England to inform a bat mitigation strategy along agreed lines. All surveys have been undertaken in accordance with best practice guidance and details of survey methodologies are provided in the relevant bat reports. In summary, fifteen of the seventeen species of bat known to breed in the UK have been identified along the scheme and three of the four rarest species have been shown to have maternity roosts close to the scheme.	
69	Natural England	<b>Habitats and Protected Species - Dormouse</b> Significant numbers of dormice have been recorded, notably in hedgerows adjacent to the existing A358 that are proposed for removal. We would be pleased to discuss mitigation options with the project team in the coming weeks.	National Highways acknowledges the comments made in relation to dormouse species. Further consultations with Natural England have been undertaken in development of the ES Appendix 8.30 Ecological Mitigation Strategy - Hazel Dormouse (Document Reference 6.4). The strategy informs the approach to be taken and detailed within the dormouse licence application.	Yes
70	Natural England	<b>Habitats and Protected Species – Ancient woodland Priority Habitat</b> In total, you have identified five ancient woodlands as being at risk of degradation associated with construction activities. We would welcome further discussion on the detailed mitigation that will be submitted as part of the Environmental Statement. You have identified a 5% increase in N deposition as a percentage of the lower critical load for the relevant habitat at Bickenhall ancient woodland with further studies needed to identify impacts and the required mitigation.	Further discussions have been undertaken with Natural England since publication of the PEI Report. ES Chapter 8 Biodiversity (Document Reference 6.2) includes an updated assessment of impacts upon Ancient Woodlands, reflecting mitigation measures discussed with Natural England.	Yes
71	Natural England	<b>Habitats and Protected Species - Broadleaved woodland Priority Habitat</b> We note that you have identified that 22.4ha of broadleaved semi-natural woodland will be permanently lost, representing a major adverse impact on this priority habitat. As mitigation, you propose to create approximately 42.8 hectares of broadleaved semi-natural woodland, and 10.3 hectares of open woodland grassland mosaic habitat and conclude that it would result in an overall large beneficial effect, once established. In broad terms we are supportive of these aims and, again, anticipate further discussion of the detailed mitigation and enhancement proposals.	Since publication of the PEI Report, the proposals for woodland creation and management have been further progressed following discussions with land owners and stakeholders including Natural England.  National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation. These 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. Protected species and habitat specific mitigation strategies have been developed and are included within ES Chapter 8 Biodiversity Appendices 8.24-8.35 submitted as part of the DCO application (Document Reference 6.4).	Yes
72	Natural England	<b>Summary of preliminary assessment of likely significant construction and operation effects</b> The report included tables outlining the likely significant effects from the construction and operation of the project. We support much of the preliminary analysis. However, ahead of detailed mitigation proposals being available, it is questionable as to whether it can be concluded that the only residual effect from the scheme will be on adjacent ancient woodland. There are significant risks to bat populations in particular that require carefully designed mitigation strategies to be developed before firm conclusions can be drawn.	National Highways acknowledges support for the preliminary analysis of construction and operation effects. The assessment of significant effects from the construction and operation of the project has been updated and can be found within ES Chapter 8 Biodiversity (Document Reference 6.2) of the ES.	Yes
73	Natural England	<b>Protected Landscapes</b> The Preliminary Environmental Information report recognises the proposed scheme's proximity to the Blackdown Hills Area of Outstanding Natural Beauty (AONB). As noted in the report, we agreed in principle to the proposed viewpoints and considered that they provide a sound basis for assessing impacts on the Blackdown Hills AONB. We support the proposal for the scheme being unlit, except except for key junctions, and not increasing light pollution to the dark night skies of the AONB and its setting. We also note that the report refers to low noise road surfacing to reduce noise impacts and we would support its use along the entire length of the scheme. We advise that you give weight to the advice of the Blackdown Hills AONB, given their knowledge of the site, its special qualities, and its wider landscape setting, together with the aims and objectives of the AONB's statutory Management Plan.	National Highways acknowledges Natural England's support for the scheme, including proposed mitigation, and have taken the advice on the Blackdown Hills AONB into consideration. An assessment of the potential impacts on the AONB is presented within ES Chapter 7 Landscape and visual effects and its supporting appendices (Document Reference 6.2 and 6.4).	N/A

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74	Office for Nuclear Regulation (ONR)	General With regard to A358 Taunton to Southfields Dualling Scheme, ONR makes no comment on this proposed development as it does not lie within a consultation zone around a GB nuclear site. You can find information concerning our Land Use Planning consultation process here: ( <a href="http://www.onr.org.uk/land-use-planning.htm">http://www.onr.org.uk/land-use-planning.htm</a> ).	National Highways acknowledges the confirmation from The Office for Nuclear Regeneration (ONR) that no comments are provided in relation to the scheme as it does not lie within a consultation zone around a nuclear site.	N/A
75	Royal Mail	General/legal Royal Mail's consultants BNP Paribas Real Estate have reviewed the section 42 consultation documents, scrutinising the proposed development and its potential impacts on Royal Mail's business interests. Royal Mail has two nearby operational properties both in Taunton within 4 miles of the proposed scheme. Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service. Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its assets and operational interests from any potentially adverse impacts of proposed development.	National Highways acknowledges these comments provided by Royal Mail, which outline the general and legal responsibilities of Royal Mail.	N/A
76	Royal Mail	General/insufficient information Royal Mail and BNP Paribas Real Estate have reviewed the PEI Report document for this major infrastructure proposal which has been identified as having potential for impact on Royal Mail operational interests. However, at this time Royal Mail is not able to provide a consultation response due to insufficient information (in particular the Framework Construction Traffic Management Plan) being available to adequately assess the level of risk to its operation and the available mitigations for any risk. Therefore, Royal Mail wishes to reserve its position to submit a consultation response/s at a later stage in the consenting process and to give evidence at any future Public Examination, if required.	National Highways acknowledges that Royal Mail would like to reserve its position to give evidence at DCO examination stage, if required. National Highways is committed to engaging with key stakeholders including Royal Mail on an ongoing basis to help ensure needs are met where and when appropriate.	N/A
77	The Coal Authority	General Having reviewed the 4no. section plans of the proposed scheme against our coal mining information, I can confirm that the full extent of the proposed scheme lies outside the defined coalfield. Accordingly the Coal Authority has no specific detailed comments to make.  In the spirit of efficiency of resources and proportionality, it will not be necessary for you to consult the Coal Authority at any future stages of the project. This email can be used as evidence for the legal and procedural consultation requirements.	National Highways acknowledges the confirmation from The Coal Authority that no defined coalfield areas lie within the scheme boundary, and that therefore there are no comments to make in relation to coal mining.	N/A
78	The Environment Agency	<b>General</b> Thank you for consulting the Environment Agency on the A358 Taunton to Southfields, formal pre-application stage (Planning Act 2008 Section 42), which includes the Preliminary Environmental Information Report (PEIR).  We have no objection in principle to the proposals at this stage, but we wish to provide the following comments. We reserve the right to make further comments in the future as more detail of the proposal becomes available.	National Highways welcome support of the proposals from the Environment Agency and have continued to engage throughout the development of the DCO application.	N/A
79	The Environment Agency	<b>Sustainable Drainage Systems</b> Highway Sustainable Drainage Systems (SuDS) will need to be carefully engineered to both balance flows and protect the water environment from pollution. Biodiversity / habitat benefits should also be considered where appropriate.	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate) with a basis on using sustainable drainage systems. The Environment Agency have been involved in specific consultation meetings where flood risk and drainage have been discussed. In addition, embedded mitigation measures have been included for specific watercourses providing watercourse channels with a more natural plan form and cross sections which enhance aquatic vegetation and have been known to buffer the effects of high nutrient loading. Details of embedded mitigation measures are presented within ES Chapter 2 The project (Document Reference 6.2). The potential land contamination sites were investigated during the ground investigation in 2021. The findings of the ground investigation, risk assessments and mitigation measures are included in ES Appendix 9.2 Land contamination generic quantitative risk assessment	N/A
80	The Environment Agency	<b>Groundwater and contaminated land</b> We understand that investigations relating to both groundwater and contaminated land are ongoing and information presented in the PEIR will be expanded upon in the Environmental Statement. We consider that further detailed information including but not limited to the following areas is required to demonstrate that risks to quality and quantity of controlled waters will be acceptable.		N/A

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		<ul style="list-style-type: none"> <li>• Management of contaminated land</li> <li>• Potential impacts on groundwater levels and flows</li> <li>• Potential impacts on surface water flows</li> <li>• Drainage strategy</li> </ul>	<p>(Document Reference 6.4) and also summarised in ES Chapter 9 Geology and soils and ES Chapter 13 Road drainage and the water environment (Document Reference 6.2). Additional ground investigation is also proposed at detailed design stage, subject to successful DCO consent, to investigate additional potentially contaminated land sites identified after completion of the fieldwork in 2021. These sites are assessed as low to moderate risk but if required, National Highways will produce a remediation strategy to deal with identified contamination.</p> <p>Potential impacts on groundwater levels and surface water flows are set out in ES Chapter 13 Road drainage and the water environment (Document Reference 6.2) and the drainage strategy is included in ES Appendix 13.6 Drainage strategy report (Document Reference 6.4).</p>	
81	The Environment Agency	<p><b>Flood Risk</b> We have no objection in principle relating to flood risk issues. At this stage of the proposal, we are happy with the approach and methodology used to assess flood risk and the impact of the scheme on flood risk, however we need to see the detailed assessment and the results before we can provide more detailed comments.</p> <p>The basic principle we are expecting the scheme to follow is to be safe for a 1 in 100 year plus climate change, and to make sure it does not increase flood risk to third party as a result of longer culverts, new abutments, and land raising. We will need to be provided with an electronic copy of the models for our review, details of any new roads crossing the watercourse, and mitigation proposals.</p>	<p>The drainage design and the design of crossing structures takes account of the 1 in 100 year return period flow plus an allowance for climate change and has included floodplain compensation measures to ensure no significant impacts on flood risk as outlined in ES Appendix 13.1 Flood risk assessment (Document Reference 6.4).</p> <p>Fluvial hydraulic modelling methodology has been agreed with the Environment Agency through the consultation process and, in line with agreement with the Environment Agency, all fluvial model reports, and associated modelling files, for relevant watercourses crossing the scheme have been shared with Somerset Council as Lead Local Flood Authority (LLFA) for their review and approval. This matter is agreed as set out in the Environment Agency Statement of Common Ground and Somerset Council Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).</p>	N/A
82	The Environment Agency	<p><b>Environmental Permits/ Licences</b> Any required environmental permits or licences must be obtained for the scheme. The requirement for these should be discussed with us at the earliest opportunity.</p>	<p>Permits and licences required are described in technical chapters within the Environmental Statement (ES) (Document Reference 6.2) and have been discussed with relevant statutory consultees as necessary. Discussions are ongoing on some matters as recorded in the Statement of Commonality (Document Reference 7.3) and further information about the approach being taken to permits and licences through the Development Consent Order is set out in the Consents and Agreements Position Statement (Document Reference 7.2).</p>	N/A
83	The Environment Agency	<p><b>Fisheries, Biodiversity and Geomorphology</b> The scheme should be designed to ensure that any watercourse realignments do not result in a loss of habitat and should be designed appropriately to support the current fish and invertebrate species that inhabit the waters. This should ensure that no straight, trapezoidal channels should be created. Riverbanks should be planted with appropriate vegetation once created.</p> <p>The use of culverts must be avoided wherever possible as this is a high risk activity and are also deemed to be barriers to fish migration.</p> <p>At least 10% Biodiversity Net Gain throughout the proposed scheme should be achieved, with an emphasis of increasing connectivity and habitat functionality to surrounding habitats. Opportunities should be sought to connect habitats created within the scheme, to wider partnership projects. Accordingly, the project team is advised to work with the Somerset Local Nature Partnership and others, to maximise opportunities within and beyond the scheme footprint.</p>	<p>National Highways have designed a scheme to reduce direct loss of watercourses and associated riparian corridors as much as possible. This includes only culverting watercourses where this is absolutely necessary, designing culverts with aquatic and riparian habitats and species in mind as well as flood risk, which includes keeping culverts length to a minimum. In addition, where watercourse realignments are required, these have been designed with sinuosity to replicate a more natural design and to ensure opportunities for riparian habitats are maximised. These initiatives will centre on providing river channels with a more natural plan form and cross section and enhanced aquatic vegetation.</p> <p>National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation. These 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.</p> <p>The Defra Biodiversity Metric 3.1 (published in April 2022) has been used to account for habitat losses and gains on the project. The results of this assessment are provided in the Biodiversity Metric Report found within ES Appendix 8.6 (Document Reference 6.4).</p>	No
84	The Environment Agency	<p><b>Environmental Management Plan</b> We note in the PIER that an Environmental Management Plan will be produced, which we support.</p>	<p>A first iteration Environmental Management Plan (EMP) for the design stage has been prepared and is provided within ES Appendix 2.1 (Document Reference 6.4). The EMP has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) guidance LA 120 Environmental Management Plans and will be updated throughout construction and handover in accordance with this guidance.</p>	N/A
85	Transport Focus	<p>General - rail passengers Thanks for this information about the A358 scheme. From the perspective of rail passengers travelling on the route affected by these works, Transport Focus would register a neutral response, but make a few comments.</p>	<p>National Highways acknowledges the views expressed by Transport Focus and is committed to engaging with key stakeholders including Transport Focus on an ongoing basis to help ensure needs are met where and when appropriate.</p>	No

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		<p>I guess this scheme is likely to necessitate some disruption to rail passengers. We'd urge that you work closely with ourselves, as well as Network Rail and the train operators, to ensure that disruption is carefully planned and mitigated, and is communicated well in advance. Besides wanting it to be kept to a minimum, especially closures, passengers want to know what's happening and why, and what the effect will be on their journey. That's true right from the early planning stages of their journey, right through to on the day.</p> <p>We're happy to work with you to ensure that passengers are part of the planning/delivery process of any works wherever relevant, based on our research.</p>		
86	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - standards and guidance Background</b> This annex to the UKHSA's response refers primarily to the content presented in the PEIR Chapters 11 and 12, and associated appendices. Standards and Guidance UKHSA recommends that in para. 11.2.17 the following documents are added as relevant standards and guidance</p> <ul style="list-style-type: none"> <li>o WHO (2018) Environmental Noise Guidelines for the European Region [1]</li> <li>o Defra (2014) Environmental Noise: Valuing impacts on sleep disturbance, annoyance, hypertension, productivity and quiet [2]</li> </ul>	These references have been added to ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
87	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Assessment methodology, noise</b> Several Noise Important Areas (NIAS) were identified within the study area, some of which will experience an increase in noise exposure. These are areas with the highest noise exposure at a national level, and UKHSA expects very careful consideration of any potential increase in noise exposure in these areas, however small. The Applicant should explore every opportunity for reducing the existing noise exposure in these areas, thereby leading to an improvement in health and quality of life.</p>	There are nine Noise Important Areas (NIA)s near the existing A358 where most properties would be subject to reductions in noise levels as a result of the scheme. A small number of properties in NIA ID 3497, ID 3499 and ID 12939 are expected to have an increase in noise levels. All appropriate measures have been applied as far as it is practicable and sustainable to do so, to mitigate and reduce these effects. This is reported in ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
88	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Land Quality</b> It is noted that two areas of historical quarrying have been identified within the 250m study area, but the presence or backfilled material is unknown. We request further information on these sites and assessment on whether the proposed scheme may interact with them and any potential for health impacts.</p>	There are a number of several backfilled areas along the route, with varying degrees of information available - the specific locations of the two quarries raised in the consultation response are not identified, however the scheme does not interact directly with any backfilled quarries. The assessments completed to date have identified all potential land contamination sites (where information is available) and these have been subject to ground investigation as necessary, and risk assessments completed in accordance with current guidance to identify any potential health impacts. This information is presented in ES Chapter 9 Geology and soils (Document Reference 6.2) and in ES Appendix 9.2 Land contamination generic quantitative risk assessment (Document Reference 6.4).	N/A
89	UK HEALTH SECURITY AGENCY	<p><b>Health and Wellbeing - Physical activity and active travel / access to open space</b> The report identifies significant potential impact through the loss or change in formal Public Rights of Way (PRoW) and the existing road network. Active travel forms an important part in helping to promote healthy weight environments and increase physical and as such it is important that any changes have a positive long term impact where possible. The existing list of enhancements is acknowledged and OHID would expect continued local consultation to identify further enhancements, particularly to existing sections of A358 which are to be de-trunked. The report acknowledges the significant impact on PRoW and the intention to deliver early re-provision is welcome.</p> <p>The report identifies that both the traffic assessment (TA) and the Walking, Cycling and Horse Riding Assessment (WCH) have yet to be completed and reported. It is important that any findings are used to review the PEIR assessment of significance for population and human health.</p> <p>The PEIR makes no qualitative assessment on the impact from construction on walkers, cyclists or horse riders using the affected road network. There is no consideration of the number and location of any construction HGVs or construction workforce vehicles using the local road network.</p>	The walking, cycling and horse-riding assessment is complete, and a review of the preliminary design has also been undertaken. ES Appendix 12.2 Population and human health Impact Assessment Tables (Document reference 6.4) identifies the sensitivities of each of the Public Rights of Way (PRoW) that are affected (based on use), the magnitude of the impact (changes to distances travelled to use Public Rights of Way (PRoW)) and the significance. In terms of health impacts, these are considered in the context of access to open space and nature in addition to transport and connectivity in general (which includes PRoW). Consideration of how changes may influence rates of active travel are discussed in the health assessment in ES Chapter 12 Population and human health (Document Reference 6.2).	N/A

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		<p><b>Recommendations</b></p> <p>The WCH survey results should be used to review the existing allocation of sensitivity and final assessment of significance to each of the affected PRoW or bridleways.</p> <p>There should be continued local consultation in order to identify any additional enhancements for active travel and physical activity and agree effective mitigation measures.</p> <p>The ES should screen and address any impacts on pedestrians and cyclists including delay, amenity, or safety using the local road network, as outlined within the IEMA GEART Guidelines.</p>		
90	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Land Quality</b></p> <p>Due to the number of contaminated land sites both within the area of the proposed scheme and nearby full investigations and risk assessments should be undertaken and appropriate remediation, prevention, management plans and mitigation measures should be in place. This information is not currently available and consequently we will provide comments on these once the appropriate detail is available.</p>	The potential land contamination sites were investigated during the ground investigation in 2021. The generic risk assessment and mitigation measures are included in ES Appendix 9.2 Land contamination generic quantitative risk assessment (Document reference 6.4) and summarised in ES Chapter 9 Geology and soils (Document reference 6.2). Additional ground investigation is also proposed at detailed design stage, subject to successful DCO consent, to investigate additional potentially contaminated land sites identified after completion of the fieldwork in 2021. These sites are assessed as low to moderate risk but if required, National Highways will produce a remediation strategy to deal with identified contamination.	N/A
91	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Assessment methodology</b></p> <p>UKHSA welcomes the distinction between the word significance from a noise policy and an EIA perspective (c.f. 11.3.26-29). UKHSA also welcomes the commitment to consider a broad range of factors in the determination of significance for the ES (cf. 11.3.4, 11.3.45). It is important that the consideration of these additional factors follows a clear and transparent methodology, which ideally should be agreed with local stakeholders.</p>	The factors described in Design Manual for Roads and Bridges (DMRB) guidance LA 111 Noise and Vibration, Table 3.60, to determine final significance have been applied and the methodology is described in ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
92	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Non-technical summary report</b></p> <p>It is not clear why the Population and human health section reports predominantly beneficial effects attributed to the Scheme, and only "Likely permanent moderate adverse effects on four private properties". The noise assessment has identified approximately 1200 dwellings that will experience an increase in daytime and night-time noise of 3dB or more in the long term, and 439 residential properties will likely have direct permanent adverse significant noise effects (using the significance criteria chosen for this Scheme). These noise "effects" are adverse effects on the health and quality of life of communities living near the proposed Scheme. UKHSA recommends that the Population and Health chapters in both technical and non-technical documentation clearly outline the quantified health impacts attributable to noise from the Scheme.</p>	<p>The ES (Document Reference 6.2) has updated the information in relation to health outcomes and noise. At a population level the assessment concludes that there would be neutral health outcomes with similar numbers of people experiencing noise increases as decreases. However, ES Chapter 12 Population and human health (Document Reference 6.2) health assessment does distinguish between the different wards and identifies where there may be health effects on areas that are smaller than ward level and/or in relation to vulnerable people who may be more susceptible to changes in noise.</p> <p>Based on the latest traffic data, since the PEI Report was produced, detailed modelling 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. The likely significant noise and vibration effects are identified within ES Chapter 11 Noise and vibration (Document Reference 6.2). A total of 110 permanent significant adverse effects and 360 permanent significant beneficial effects have been identified.</p>	Yes
93	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Tranquillity</b></p> <p>We support the acknowledgement that noise levels below the chosen LOAEL could result in adverse effects in very quiet rural locations, however it is not clear how this was or will be considered in the assessment methodology.</p> <p>Table 11.1 makes reference to a requirement in the National Policy Statement for National Networks (NPSNN) to consider proximity of the proposed development to quiet places and other areas that are particularly valued for their tranquillity, acoustic environment or landscape quality, and states that "No such features have been identified in the noise study area at this stage". UKHSA encourages the Applicant to consult at the earliest opportunity with national and local stakeholders, including CPRE, Natural England, local authorities and community groups, who are best placed to identify such areas, even if such areas are not yet designated.</p>	The comments of UK Health Security Agency are noted and the assessment of noise impacts on areas valued for their tranquillity, acoustic environment or landscape quality have taken into account any consultation undertaken with stakeholders. Noise effects on designated tranquil areas are considered by the Landscape topic reported in ES Chapter 7 Landscape and visual effects (Document Reference 6.2). ES Figure 7.5 (Document Reference 6.3) presents the national tranquillity mapping data provided by CPRE.	N/A
94	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Construction noise</b></p> <p>We note and welcome the quantitative assessment of construction noise impacts that has been undertaken at this stage.</p> <p>Para. 11.9.6 states that "Compounds are proposed within the Nexus 25 development, north-west of Stoke Road overbridge and east of Mattock's Tree</p>	The comments in the PEI Report referred to the noise impact not being significant taking into account the relative levels of ambient noise from road traffic and the likely level of noise from a construction compound, at any noise sensitive receptors. This is in line with the established method of quantitative assessment used in the ABC method in BS 5528 Code of practice for noise and vibration control on construction and open sites. A full construction noise assessment has now been undertaken, including updated	N/A

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		<p>Green junction. These locations are all next to existing busy roads and therefore it would not be expected that the levels of noise from the compounds would be significant in these locations.” The Applicant should clarify whether it meant that the noise impact would not be significant. UK HSA also questions whether it is appropriate to assume that no significant impacts would occur when areas already exposed to high levels of road traffic noise are subjected to high levels of construction noise. The two types of noise have distinctly different characteristics, and it may not be appropriate to assume that construction noise would not give rise to adverse effects based solely on a comparison of averaged noise metrics such as LAeq.</p> <p>UK HSA recommends that a full and detailed Construction Environmental Management Plan (CEMP) is developed and implemented by the Applicant and/or the contractor responsible for construction.</p> <p>The CEMP should include a detailed programme of construction which highlights the times and durations of particularly noisy works, the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively and promptly to any specific issues or complaints arising.</p>	<p>locations of construction compounds and reported in ES Chapter 11 Noise and vibration (Document Reference 6.2). An Environmental Management Plan (EMP) has been produced and is presented in ES Appendix 2.1 (Document Reference 6.4) which sets out how noise impacts will be managed including a requirement for the contractor to develop a Noise and Vibration Management Plan. The commitments set out in the EMP are secured through a requirement in the draft DCO submitted with the DCO application.</p>	
95	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Baseline Sound Environment</b></p> <p>Para. 11.3.9 states that baseline noise surveys were not undertaken for the preparation of the PEIR due to the national lockdown which would have resulted in atypical baseline noise levels as a result of lower than usual traffic flows. UKHSA welcomes the commitment to undertake a baseline noise survey.</p> <p>UKHSA recommends that sound surveys combine traditional averaged noise levels with a qualitative characterisation of the sound environment, including any particularly valued characteristics (for example, tranquillity) and the types of sources contributing to it. Baseline sound surveys should be designed to provide a reliable depiction of local diurnal noise variations for both weekdays and weekends, in a variety of locations, including the difference between day (07:00-19:00), evening (19:00-23:00) and night-time (23:00-07:00) periods. Achieving these aims is likely to require long- term noise monitoring in multiple locations for a period greater than seven days. This information should be used to test the robustness of any conversions between noise metrics (e.g. converting from LA10,18hr to LAeq,16hr, Lnight and Lden), and the assumption that the proportionate traffic flow volumes within the study area between daytime and night-time can be considered as typical (c.f. 11.3.21).</p> <p>A variety of metrics can be used to describe the sound environment with and without the scheme – for example, levels averaged over finer time periods, background noise levels expressed as percentiles, and number of event metrics (e.g. N65 day, N60 night). Where possible, this suite of metrics should be used to inform judgements of significance. There is emerging evidence that intermittency metrics can have an additional predictive value over traditional long-term time-averaged metrics for road traffic noise [5].</p>	<p>Noise surveys were completed over a two-week period in September / October 2021 including some noise logger positions and a number of attended Calculation of Road Traffic Noise (CRTN) shortened measurement procedure positions. Comments from UKHSA have been taken into account in reviewing and using the data gathered, however, the prediction methodology remains the preferred method for assessing road schemes in the UK to account for annual average traffic flows (including future baseline and with Scheme predictions) and moderate adverse meteorological conditions. Noise survey results are reported in ES Appendix 11.3 Baseline Noise Survey (Document Reference 6.4).</p>	N/A
96	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - Assessment methodology, noise</b></p> <p>With regards to assessment factor 3 (Table 11-13), UKHSA questions whether all receptors that will experience a noise increase of up to 1dB in the short term (classified as “negligible” magnitude of change) should be excluded from this approach.</p> <p>Receptors that fall in this category and which are already exposed to high levels of noise risk being “locked-in” to these high exposure levels for the foreseeable future as a result of the Scheme, which could be considered as indicative of a significant adverse impact on health and quality of life.</p>	<p>Noise increases of less than 1dB (based on annual average traffic and moderately adverse meteorological factors affecting propagation) would not be perceptible and as such would not constitute an adverse effect of the scheme. However, where opportunities present themselves to sustainably improve the noise environment, these have been taken.</p>	N/A
97	UK HEALTH SECURITY AGENCY	<p><b>Response to PEIR content in chapters 11 and 12 - LOAELs and SOAELs</b></p> <p>Tables 11-2 and 11-9 set out the proposed construction and operational noise LOAEL and SOAEL values for the scheme, respectively. The Applicant has chosen to use the default values suggested in DMRB LA 111.</p>	<p>National Highways will continue to use the DMRB LA 111 standard prescribed values for Lowest Observed Adverse Effect Level (LOAEL) and (Significant Observed Adverse Effect Level) (SOAEL) for this scheme. The notes relating to LOAEL and SOAEL thresholds have been removed from Table 11-9. ES Chapter 11 Noise and vibration (Document</p>	N/A

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		UKHSA welcomes the Applicant's attempt at translating the chosen LOELs and SOAELs in health terms. We would prefer if the Applicant prioritises the most recent WHO Guidelines (2018) [1] for this purpose. These Guidelines are based on a more robust review of recent scientific evidence than previous Guidelines. For example the onset of moderate community annoyance is likely to be at a lower level than 50dBLAeq,16h (at 52dB Lden, roughly equivalent to 50dB LAeq,16hr [16], between 5 to 9% of the population is estimated to be highly annoyed from road traffic noise [8]). For the choice of SOAEL for night-time noise, cardiovascular effects are typically expressed in terms of Lden [1], and it would be more appropriate to state what the chosen SOAEL means in terms of number of people highly sleep disturbed. It would also be helpful to explain what the chosen SOAEL for daytime means in health terms.	Reference 6.2) explains how these thresholds relate to WHO Environmental Noise Guidelines 2018.	
98	UK HEALTH SECURITY AGENCY	<b>Response to PEIR content in chapters 11 and 12 - Air Quality</b> Reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during the design, environmental and health impact assessment, implementation, and post-implementation monitoring stages.	National Highways welcomes the support set out by UK Health Security Agency in relation to the mitigation approaches for air pollution. The impact of construction dust and operational traffic were assessed and reported in the PEI Report Chapter 5 (Air Quality) following the guidance outlined within DMRB LA 105 Air Quality. The impact of construction dust, construction traffic and operational traffic has been assessed based on updated design information in accordance with DMRB LA 105 guidance for the Environmental Statement (ES) (Document Reference 6.2). In accordance with this guidance a simple level assessment was undertaken. The methodology and results of these assessments are reported in ES Chapter 5 (Air Quality) and supporting appendices (Document Reference 6.2 and 6.4). Best practice mitigation measures relating to construction dust and construction traffic are included in ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).	N/A
99	UK HEALTH SECURITY AGENCY	<b>Response to PEIR content in chapters 11 and 12 - Assessment of Likely Significant Effects</b> Referring to Appendix 11.4 Tables 2-2 and 2-3, UKHSA acknowledges and welcomes that the Scheme will result in approximately 1,000 dwellings experiencing a reduction in both daytime and night-time noise exposure in the long term. However, the number of dwellings experiencing an increase is of concern. In the long-term more than 7,000 people <sup>1</sup> are predicted to experience an increase in noise exposure (daytime and night-time) as a result of the Scheme (with current mitigation measures). Many of these people are already exposed to average noise levels that exceed WHO noise guideline levels [1]. UK HSA recommends that these numbers are presented broken down into categories according to the absolute DoN (existing) noise exposure. Furthermore, the Applicant needs to give very careful consideration of mitigation measures to reduce the associated disease burden.	National Highways note the comments and suggestions. Further consideration has been given to Tables 2-2 and 2-3 in Appendix 11.4 of the PEI Report and these tables are recreated in ES Chapter 11 Noise and vibration as Table 11-23,11-24 and 11-25 (Document Reference 6.2). As is standard for road scheme assessments in the UK, the absolute do-minimum in the opening year is used as the baseline for the assessment rather than the do-nothing (DN) scenario. This includes all committed development and new infrastructure which are subject to their own planning approvals.	N/A
100	UK HEALTH SECURITY AGENCY	<b>Somerset Progressive School</b> The report identifies a very large adverse effect on the school due to severance, but does not explain this conclusion or confirm if this adverse effect will continue once any mitigation is put in place. It is assumed that the severance relates to the stopping up of the existing access road and the provision of a new access road, with an increase in journey length and travel time during the construction phase. Users of this facility will be highly sensitive to any change, but the report does not identify any specific communication with the school on the potential effects from the scheme. Additionally the report identified potential impacts from noise, but does not detail the differential effects on users of the school or how this impacts the indoor and outdoor learning environment. Given the highly and specific nature of the sensitivity of this school much greater detail is expected from the assessment, planned mitigation and dialogue with the school. Please note that a more detailed response regarding the noise assessment is provided earlier in this response.  Recommendation The ES should detail the communication with the school and the response from the school in relation to the potential effects from the scheme and any options for mitigation or enhancements. The ES should also report in more detail the cause of the severance and changes in the acoustic environment, and planned mitigation, and how this may vary over time.	National Highways have been engaging with Somerset Progressive School to ensure appropriate mitigation is in place. The Equality Impact Assessment (EqIA) submitted with the DCO application (Document Reference 7.5) identifies any particular impacts on those effected with protected characteristics and reasonable adjustments based on this.  All potential impacts on the Somerset Progressive School are documented within ES Chapter 11 Noise and vibration and ES Chapter 12 Population and human health (Document Reference 6.2), including consideration of mitigation measures.	N/A

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101	UK HEALTH SECURITY AGENCY	If you require any clarification on the above points or wish to discuss any particular issues please do not hesitate to contact us.	National Highways acknowledges the response provided.	N/A
102	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Air Quality Several receptors are located within 200m of the construction works and the assessment has established that mitigation measures are likely to be required to reduce the risk of potential adverse impacts associated with the dust. There are also a number of potential new sensitive receptors being introduced due to the proposed and planned new sites and dwellings nearby which must also be considered in terms of potential human health impact. It is also stated that exposure to the construction works and therefore any potential risk of adverse health impacts is temporary, however this phase is suggested to take at least three years and therefore we would expect to see details of how the scheme proposes to firstly prevent exposure and mitigate against potential detrimental health impacts.	National Highways acknowledges the response provided in relation to construction works and mitigation. The impacts of construction dust associated with the construction of the new route have been assessed and are presented within ES Chapter 5 Air quality (Document Reference 6.2). Dust effects are predicted to be negligible with the implementation of best practice mitigation measures, which have been 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 DMRB LA 105 Air Quality as the scheme generated construction traffic is expected to be less than 200 average daily HGV movements.	No
103	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Air Quality Detailed modelling of the Scheme's potential air quality impacts has yet to be undertaken. This will be carried out once the detailed traffic data is available for the Scheme. There is reference in the PEIR about impacts on NO2 and PM10 from monitoring already undertaken but no mention of PM2.5. We recommend that information on PM2.5 should be included in subsequent documentation and submissions.	National Highways acknowledges the response provided by the UK Health Security Agency. An assessment of PM10 has been scoped out of further assessment based on the standards outlined in DMRB LA 105, as concentrations in the area are well below the annual mean objectives. DMRB LA 105 also states that there should be no need to assess PM2.5 as the UK currently meets its legal requirements for the achievement of the PM2.5 air quality thresholds.	N/A
104	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Air Quality The final selection of mitigation measures, including specific measures relating to construction phase, HGV movement and traffic management, and/or the need for operational mitigation, will be considered as part of the assessment and reported in the ES and the Construction and Environmental Management Plan (CEMP). This document is not currently available and consequently we will provide comments on these once the appropriate documentation is available.	National Highways acknowledges the response provided by the UK Health Security Agency in relation to construction works and air quality. The impact of construction dust, construction traffic and operational traffic has been assessed based on updated design information in accordance with DMRB LA 105 guidance for the Environmental Statement. An assessment of construction traffic was scoped out based on the standards outlined within DMRB LA 105 Air Quality as the scheme generated construction traffic is expected to be less than 200 average daily HGV movements. The methodology and results of these assessments are reported in ES Chapter 5 (Air Quality) Environmental Statement and supporting appendices (Document References 6.2 and 6.4). Best practice mitigation measures relating to construction dust and construction traffic are included in ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).	N/A
105	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Air Quality Baseline assessments continue to rely on a series of NOx diffusion tube assessments as well as Defra background exposure assessments. All quoted data in the scoping report related to NO2 rather than particulates. We would recommend that the applicant considers the need for additional air quality monitoring for both NOx and particulate matter at both existing and proposed locations where there may be elevated exposure to transport related air pollution.  We note that the predicted air quality impacts will be modelled and that no monitoring is proposed once the road comes into operation. We recommend that NOx and particulate measurement data should be used to help validate the outputs of the model and request that post completion monitoring should be considered to validate the predicted levels.	Monitoring sites used to determine existing air quality are located on the scheme affected road network. As agreed with the local authorities, no further monitoring was required as suitable baseline data is available from existing monitoring sites which can be used to support model verification.  An assessment of PM10 has been scoped out of further assessment based on the standards outlined in DMRB LA 105 Air Quality, as concentrations in the area are well below the annual mean objectives. DMRB LA 105 also states that there should be no need to assess PM2.5 as the UK currently meets its legal requirements for the achievement of the PM2.5 air quality thresholds. Therefore, as there is a very low risk of PM10 concentrations exceeding the annual mean objective as a result of the scheme, no monitoring of PM10 is required.  NOx monitoring sites used to determine existing air quality are located on the scheme affected road network. As agreed with the local authorities, no further monitoring was required as suitable baseline data is available from existing monitoring sites which can be used to support model verification. No significant effects have been predicted in relation to human health as a result of the scheme, therefore no post completion NOx monitoring is proposed.	N/A
106	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Non-residential noise sensitive receptors In both the Noise and Vibration and the Population and Health chapters non-residential receptors appear to be assessed as one category, with no apparent consideration of their specific sensitivities. For example Somerset Progressive School (11.9.48) is likely to require very specific consideration of the existing and future outdoor and indoor noise environment, and its impact on the health and quality of life of its' occupants. UKHSA recommends that a more bespoke assessment if carried out for non-residential noise sensitive receptors, and one-to-	It is recognised that some receptors are likely to be more sensitive to changes in the noise environment than others. An Equality Impact Assessment (EqIA) (Document Reference 7.5) has been carried out to identify any instances when impacts may be experienced disproportionately or differentially by people with protected characteristics. Somerset Progressive School is identified within the EqIA and there is alignment between the assessment in the Environmental Statement and the EqIA. Consultation has been undertaken with Somerset Progressive School including noise and health specialists to understand any particular needs and this has been reflected in the design of the Scheme. This has resulted in predicted minor beneficial effects during operation.	No

Table 5.2A Summary of the matters raised by section 42(1)(a) prescribed consultees in response to the 2021 statutory consultation and the National Highways response

Row ID	Organisation	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		one discussions are held with those receptors deemed as highest risk from noise exposure (both in terms of their existing and future external and internal noise exposure, and appropriate mitigation measures).	During construction, significant adverse impacts are anticipated and so, further bespoke studies would be carried out, in agreement with the school, to determine in more detail, the construction noise levels relative to pre-existing ambient noise levels, at the most noise sensitive rooms and to design mitigation to mitigate and minimise construction noise effects. Further detail on the assessment of noise effects and the approach to determining the noise mitigation requirements and associated commitments is given in ES Chapter 11 Noise and vibration (Document Reference 6.2) and ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1). Further assessment relative to the Somerset Progressive School is presented within ES Chapter 12 Population and human health (Document Reference 6.2)	
107	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Monitoring The PEIR states that the requirements of DMRB LA 111 Noise and vibration regarding monitoring and evaluation will be followed. Given the large number of people experiencing an increase in noise exposure from the Scheme, UKHSA recommends that the Applicant considers the feasibility of carrying out monitoring of health outcomes attributable to noise. Guidance on a best practice protocol for such monitoring can be found in [13].	Health outcomes are considered in ES Chapter 12 Population and human health (Document Reference 6.2), which follows the guidance document DMRB LA112 Population and human health standard. There are currently no plans to carry out monitoring of health outcomes as part of the scheme, however noise monitoring is set out in ES Appendix 2.1 Environmental management plan (Document reference 6.4), with proposals to be refined at the detailed design stage, subject to successful DCO consent.	N/A
108	UK HEALTH SECURITY AGENCY	Health and Wellbeing. Methodology - temporal scope and reporting The proposed 4-year construction timeline results in the need for very clear reporting on the temporal impacts and effects on the local population. In this context "temporary" impacts can extend over long periods, but the PEIR does not comment on how the temporal scope will be defined. This issue was also raised within the SoS Scoping Report (Para 2.3.3). The Scoping Opinion noted... "The time period this covers should be defined in the ES for each of the temporary works, as the Inspectorate assumes that not all the temporary works will remain in place for the entire duration of the construction period."  The reporting of temporary effects is therefore not clear. In order for the local community to understand the potential impacts and effects and to assess the magnitude of impacts it is important to understand the temporal nature of any impacts.  Recommendation The reporting of temporary impacts within the ES should ensure a consistent, transparent and accurate approach to the reporting of temporary effects, for example by sub dividing temporary effects into weeks, months or years.	DMRB LA112 Population and human health is the methodology primarily followed in the assessment of health as reported in ES Chapter 12 Population and human health (Document Reference 6.2). Where appropriate and possible to do so, clarity has been given on the duration of temporary impacts within the ES (Document Reference 6.2).	N/A
109	UK HEALTH SECURITY AGENCY	Health and wellbeing - Mental health - recommendation There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. A systematic approach to the assessment of the effects on mental health, including suicide, is required.  The Mental Well-being Impact Assessment Toolkit (MWIA)2, could be used as a methodology. The assessment should identify vulnerable populations and provide clear mitigation strategies that are adequately linked to any local services or assets.  In addition to the baseline indicators the assessment would benefit from including social cohesion/connectedness, satisfaction with local area and quality of life indicators owing to their established links to mental health and wellbeing.  In terms of sources, we would draw your attention to the following: • PHE Fingertips – Mental Health and Wellbeing JSNA o Area profiles with various indicators on common mental disorders (including anxiety) and severe mental illness which can be benchmarked with other local areas as well as regional and national data • Office for National Statistics - Wellbeing Indicators o Range of datasets related to wellbeing available including young people's wellbeing measures, personal wellbeing estimates and loneliness rates by local authority When estimating community anxiety and stress in particular, a qualitative	DMRB LA112 Population and human health is the methodology primarily followed in the assessment of health as reported in ES Chapter 12 Population and human health (Document Reference 6.2). Vulnerable populations are identified within the baseline but the MWIA2 tool suggested by the respondent is not required to be considered by virtue of the application of the appropriate DMRB LA112 standard guidance.	N/A

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		assessment may be most appropriate. This may involve conducting resident surveys but also information received through public consultations, including community engagement exercises. The MWIA contains key principles that should be demonstrated in a project's community engagement and impact assessment. We would also encourage you to consult with the local authority's public health team who are likely to have Health Intelligence specialists who will have knowledge about the availability of local data. Robust and meaningful consultation with the local community will be an important mitigation measure, in addition to informing the assessment and subsequent mitigation measures.		
110	UK HEALTH SECURITY AGENCY	Health and Wellbeing - Mental health The scoping report accepted the broad definition of health proposed by the World Health Organisation (WHO) which includes reference to mental health. Mental well-being is fundamental to achieving a healthy, resilient and thriving population. It underpins healthy lifestyles, physical health, educational attainment, employment and productivity, relationships, community safety and cohesion and quality of life. A scheme of this scale and nature has impacts on the over-arching protective factors, which are: <ul style="list-style-type: none"> <li>• Enhancing control</li> <li>• Increasing resilience and community assets</li> <li>• Facilitating participation and promoting inclusion.</li> </ul> The scoping report identified potential significant impacts on mental health and social community cohesion due to land take and the demolition of private domestic property. The subsequent PEIR, however, makes no reference to mental health and wellbeing of the local community. This is a significant omission that needs to be addressed prior to the submission of the ES.	DMRB LA112 Population and human health is the methodology primarily followed in the assessment of health as reported in ES Chapter 12 Population and human health (Document Reference 6.2). The concerns have been addressed, in particular in relation to noise impacts and impacts resulting from changes to landscape and visual amenity. The methodology does not specifically identify mental health as a health outcome to be considered, however, the ES does consider mental health in relation to impacts of noise and landscape. As a population level assessment, demolition of individual properties is not considered to impact population health, although it is recognised that on an individual level, mental health and wellbeing of owners/occupiers may be affected.	N/A
111	UK HEALTH SECURITY AGENCY	Health and Wellbeing This section of the Office for Health Improvement and Disparities (OHID)'s response identifies the wider determinants of health and wellbeing we expect the Environmental Statement (ES) to address, to demonstrate whether they are likely to give rise to significant effects. OHID has focused its approach on scoping determinants of health and wellbeing under four themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements. The four themes are: <ul style="list-style-type: none"> <li>• Access</li> <li>• Traffic and Transport</li> <li>• Socioeconomic</li> <li>• Land Use</li> </ul>	DMRB LA112 Population and human health is the methodology primarily followed in the assessment of health as reported in ES Chapter 12 Population and human health (Document Reference 6.2). LA112 sets out the health determinants that are addressed in the assessment, which includes the health determinants identified, except for socioeconomic which is not included directly. 'Socioeconomic' is an expansive topic and impacts on vulnerable people within the population, which includes those who are socio-economically disadvantaged, is considered.	N/A
112	UK HEALTH SECURITY AGENCY	Response to PEIR content in chapters 11 and 12 - Mitigation Paragraph 11.8.1 states that "The proposed scheme alignment has been designed to minimise environmental effects resulting from noise impacts. Additional opportunities for embedded mitigation are being considered through the process of design development and consideration of good design principles." For operational mitigation, para. 11.8.8. states that "Further to the avoidance and mitigation measures integrated along the length of the proposed scheme to reduce adverse noise effects, consideration will be given to developing enhancements during detailed design of the proposed scheme. For example, when more design detail can be confirmed, there may be opportunities to provide noise fence barriers in certain areas, if it can be shown that this would provide beneficial enhancements with regard to noise." Given the large number of people (7k+) predicted to experience an increase in noise exposure in the long term due to the Scheme, UK HSA recommends that the Applicant considers a much broader set of mitigation measures. Whilst the primary focus should be at reducing noise at source (through the use of low noise road surfaces and road-side barriers), there are many other mitigation measures that can be considered, some of which involve addressing the so-called non-acoustic factors that moderate the causal relationship between noise and health [13]. Potential mitigation measures not mentioned in the PEIR include speed restrictions, insulation of the building envelope, access to quiet (either as a quiet side for dwellings or access to good quality local tranquil spaces [14,15]), education and communication [13]. Any measures to acoustically insulate buildings	As noted, the primary focus will be on reducing noise at source to benefit the environment and receptors in all locations (low noise surface) plus further localized mitigation measures such as bunds and noise barriers to minimise or avoid impacts.  ES Chapter 11 Noise and vibration (Document Reference 6.2) has identified three likely noise insulation qualifiers under the NIR Regulations. It is not currently proposed to go beyond this requirement.  With regard to speed restrictions, as noted in DMRB, this is not generally practical for use on trunk roads as they can encourage drivers to take alternative routes which can be less safe and result in higher noise levels for populations along the alternative routes.	No

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		<p>need a holistic consideration to the indoor environmental quality, to ensure that control of external noise ingress does not come at the expense of poorer indoor air quality, an increased risk of overheating, or exposure to high levels of noise from mechanical ventilation.</p> <p>UKHSA welcomes the commitment to consider stakeholder engagement and consultation responses when assessing the feasibility of mitigation measures (c.f. 11.8.9).</p>		
113	UK HEALTH SECURITY AGENCY	<p>Response to PEIR content in chapters 11 and 12 - Amenity space The Applicant acknowledges that PRow should be considered as noise sensitive and considered in the assessment (11.3.3), however we couldn't find any such considerations in the noise assessment. Table 11-25 states that "beneficial effects would occur at communities, outdoor amenity areas in some NIAs as a result of the proposed scheme". However, we were unable to find a more detailed consideration of the potential impacts (beneficial and adverse) of noise exposure on public and private amenity space across the study area in the noise chapter.</p>	As noted in Table 11-1 of ES Chapter 11 Noise and vibration (Document Reference 6.2), PRow have been assessed in ES Chapter 12 Population and human health (Document Reference 6.2). Table 11-25 describes the beneficial impacts on communities in general, inclusive of outdoor amenity space, for example around Henlade, as shown on the noise change ES Figures 11.3 and 11.4 (Document Reference 6.3).	N/A
114	UK HEALTH SECURITY AGENCY	<p>Response to PEIR content in chapters 11 and 12 - Health Outcomes We would also recommend that the Population and Health chapter gives a much clearer summary of the predicted health effects attributable to noise as a result of the Scheme. The same chapter should also acknowledge that noise from the Scheme could have an adverse impact on people's use of, and the restorative benefits associated with green space in the study area [10-12].</p>	An assessment of health matters has been undertaken, following DMRB LA112 Population and human health, as outlined in ES Chapter 12 Population and human health (Document Reference 6.2).	N/A
115	UK HEALTH SECURITY AGENCY	<p>Response to PEIR content in chapters 11 and 12 - Health Outcomes Given the large number of people predicted to experience an increase in noise exposure as a result of the Scheme (c.f. Appendix 11.4 Tables 2-2 and 2-3), UK HSA recommends that the Applicant carries out and presents a quantitative assessment of the number of people that will be chronically highly annoyed and sleep disturbed, and any predicted additional cases of cardiovascular disease as a result of the Scheme, using established methodologies [1-3,8-9].</p>	A proportionate assessment approach to health matters has been taken, following DMRB LA112 Population and human health, as outlined in ES Chapter 12 Population and human health (Document Reference 6.2). LA112 requests that health outcomes are assessed as being positive, negative or neutral with no quantification of the nature requested by the respondent.	N/A
116	UK HEALTH SECURITY AGENCY	<p>Health definition and project influence UKHSA exists to protect and improve the nation's health and wellbeing and reduce health inequalities; these two organisational aims are reflected in the way we review and respond to NSIP applications. The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.</p>	A proportionate assessment approach to health matters has been taken, following DMRB LA112 Population and human health, as outlined in ES Chapter 12 Population and human health (Document Reference 6.2).	N/A
117	UK HEALTH SECURITY AGENCY	<p>Health and Wellbeing - Effects on residential properties Table 12-9 identifies a moderate effect on the residential properties due to severance and land take affecting viability. It does not explain this conclusion or confirm if this adverse effect will continue once any mitigation is put in place during the construction period. It is assumed that the severance relates to the stopping up or alteration of the existing access roads, with an increase in journey length and travel time. The report does not identify any proposed mitigation for those properties where the scheme will affect viability. For example, what action will be taken if the owner and/or occupier of the property deems the future use will not be viable and the preferred option would be compulsory purchase.</p> <p>Recommendation The ES should provide greater clarity on the causes of the potential impacts and assessment, particularly in relation to explaining the causes of severance and viability. Further communication with the owners /occupiers of the affected properties should continue and the assessment reviewed in light of their responses.</p>	ES Chapter 12 Population and human health (Document Reference 6.2) provides an assessment in accordance with DMRB LA112 Population and human health as appropriate. Landowner engagement with any associated negotiation or compulsory purchase is ongoing taking into account the likely impacts of the scheme which remain under discussion.	N/A

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		The ES should clearly address planned mitigation and report on residual effects.		
118	UK HEALTH SECURITY AGENCY	<p>Vulnerable populations/ sensitive receptors An initial approach to the identification of sensitive receptors has been provided, in accordance with LA112 and does include some of the protected characteristics within an Equality Impact Assessment (EqIA). Any EqIA produced to support the application for the DCO Project will assess the potential for effects to be disproportionately or differentially experienced by groups with Protected Characteristics as defined by the Equality Act 2010.</p> <p>The impacts on health and wellbeing and health inequalities of the scheme may have particular effect on vulnerable or sensitive populations, including those that fall within the list of protected characteristics. The Environmental Statement and any Equalities Impact Assessment should not be completely separated.</p> <p>Table 12-18 identified population sensitivity at each ward and Table 12-17 details population vulnerability. It is not clear, however, how the findings of Table 12-18 have been derived, particularly where Table 12-17 indicates high vulnerability, yet table 12-18 assigns a low sensitivity. This is particularly relevant where wards have a high vulnerability due to age against health determinants in Table 12-18, such as access to health care or transport.</p> <p>Recommendation The assessments and findings of the Environmental Statement and any Equalities Impact Assessment should be cross referenced between the two documents, particularly to ensure the comprehensive assessment of potential impacts for health and inequalities and where resulting mitigation measures are mutually supportive.</p> <p>The final ES must identify additional mitigation measures identified as necessary in connection to vulnerable populations and those within the protected characteristics. The ES should clearly explain how ward sensitivity has been determined, particularly where ward vulnerability has been assessed as high.</p>	<p>ES Chapter 12 Population and human health (Document Reference 6.2) addresses this matter and ward sensitivity, and vulnerability is defined and explained within ES Table 12-18. Cross references between the EqIA (Document Reference 7.5) and the ES (Document Reference 6.2) have been made in both documents as appropriate.</p> <p>ES Chapter 12 Population and human health (Document Reference 6.2) does not identify a requirement for mitigation in relation to health outcomes which are assessed as wither neutral or positive at population level. During design evolution, vulnerable groups have been accounted for and design changes have been made to reduce impacts. For example, access requirements for Somerset Progressive School resulted in design changes to account for the vulnerable users.</p>	N/A
119	Western Power Distribution	<p>General It is imperative that the Applicant continues to engage with WPD's representatives at this stage to ensure that WPD's assets are sufficiently protected from the development to be authorised under the Order and that, if necessary, any diversion of WPD's assets can be accommodated within the Order Limits. As the licensed electricity distributor for the South West, WPD must ensure that its statutory rights and duties pursuant to the Electricity Act 1989 are protected. Following these initial discussions, we will then be in a position to progress an Asset Protection Agreement between WPD and the Applicant.</p>	National Highways previously engaged with Western Power Distribution and since have continued to engage with National Grid Electricity Distribution through the development of the design and will continue following submission of the DCO application.	Yes
120	Western Power Distribution	<p>General We act on behalf of Western Power Distribution (South West) plc ("WPD") in responding to various letters received from National Highways (the "Applicant") dated 6 October 2021, 26 October 2021 and 2 November 2021. By way of this correspondence, the Applicant has requested information from WPD concerning its interests in land within the proposed Order Limits of the draft development consent order for the A358 Taunton to Southfield scheme (the "Scheme"). WPD understands that the Scheme will impact WPD's assets at a number of locations along the Scheme's proposed route. In the interests of providing you with the requested information, WPD is in the process of producing a combined land plan which identifies WPD's assets overlayed against the land plans provided by the Applicant for the draft Order. We will then provide this combined land plan to you for the purpose of assisting the Applicant with the land referencing exercise which the Applicant is required to carry out in relation to its application for the Order. We understand that the Applicant has already engaged with WPD for the purpose of discussing technical design matters in relation to the impact of the Scheme on WPD's assets and the potential for a number of diversions. WPD requests that the Applicant continues to liaise with WPD's Taunton office for the purpose of progressing discussions on any diversions and/or relocation of WPD's assets in</p>	National Highways confirms it previously discussed technical design matters with Western Power Distribution and since have continued to engage with National Grid Electricity Distribution in relation to diversion of National Grid Electricity Distribution assets and these are included within the scheme proposals as part of the DCO application. National Highways have received a land plan as part of C4 discussions. See Statement of Commonality for further details (Document Reference 7.3).	Yes

Table 5.2A Summary of the matters raised by section 42(1)(a) prescribed consultees in response to the 2021 statutory consultation and the National Highways response



Row ID	Organisation	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		respect of the Order. In the event that the Applicant has any questions with regards to the impact of the Scheme on WPD's assets, it should contact WPD's representative, Darren Willes, at DWilles@westernpower.co.uk or 01823 348508 to discuss further.		
121	Western Power Distribution	<p>General</p> <p>In the event that the Applicant requires WPD to carry out any diversion of WPD's assets in relation to the Order, such diversions will need to be accommodated within the Order Limits. This is required to ensure that WPD has sufficient rights to carry out the diversion works and, once completed, allow WPD to maintain and access its assets in accordance with its undertaking. We also understand that new electricity connections may be required in relation to the Scheme and, for the avoidance of doubt, these connection works would need to be included within the Order alongside the diversion or relocation of any of WPD's assets. We would be grateful if you could kindly confirm that the Scheme has been designed with this in mind.</p>	<p>National Highways confirms it previously discussed technical design matters with Western Power Distribution and since have continued to engage with National Grid Electricity Distribution in relation to existing connections and provision of / diversion of assets and these discussions have informed the setting of the order limits around proposed diversions.</p> <p>New electricity connections are also required for the scheme and National Grid Electricity Distribution have provided quotes for the provision of these. All new connections will be within the Order Limits, to be located within National Highways land, and in most cases, within the highways-third party boundary fence line.</p> <p>Some new connections may require wayleaves as National Grid Electricity Distribution's enabling works may be required to take place within third party land, which may fall outside of the Order Limits, although these instances (if any) will be kept to a minimum.</p> <p>National Highways to date have not received details of instances where wayleaves would occur as we have only engaged with National Grid Electricity Distribution for budget estimates as part of the preliminary design stage. Following completion of their works, National Grid Electricity Distribution would be expected to access and maintain many of their supplies from the non-highways side of the boundary fence.</p>	Yes

Table 5.2A Summary of the matters raised by section 42(1)(a) prescribed consultees in response to the 2021 statutory consultation and the National Highways response

**Table 5.2B Summary of the matters raised by section 42(1)(a) prescribed consultees (Parish Councils) in response to the 2021 statutory consultation and the National Highways response**

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	Ashill Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout	The Ashill Parish Council strongly advise National Highways and the Government to urgently dual the Ilminster Bypass to reduce the number of fatal accidents happening on this very dangerous stretch of road.	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). 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.	No
2	Ashill Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Henlade is in desperate need of a Bypass, to help protect the health and the wellbeing of all the residents who live along this very congested, air polluted and noisy road.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalton and Southfields is also 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.	N/A
3	Ashill Parish Council	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Henlade MUST have a Bypass, and it is long overdue.		N/A
4	Ashill Parish Council	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The question MUST be for Henlade, can they still have a Bypass if a decision is made by National Highways or the Government to change or cancel any part of the A358 dualling proposal?		N/A
5	Ashill Parish Council	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	4) The Kenny bridge link would also provide an access between Stewley and Ashill for Horse riders, walkers, cyclists and DISABLED USERS. The current Ashill village activities have not been taken into account, and from what the Parish Council can see on the proposed A358 Dualling, the proposed changes have not been well thought through or have been missed off.		Stewley link replaces an overbridge at Kenny (previously seen in the Preferred Route Announcement). Sunnyside underpass would provide an alternative scheme crossing for walkers, cyclists and horse-riders. This would be a better amenity than Kenny Road bridge because it would be traffic-free, safer and more pleasant to use.
6	Ashill Parish Council	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Statement National Highways must make sure that the current Ashill village healthy living environment is maintained, and a total commitment is given to achieving it. A LARGE INCREASE in speeding traffic movements through the village will definitely affect these healthy living activities and make them more dangerous to continue enjoying.	National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed design 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.	Yes
7	Ashill Parish Council	Do you have any other comments you would like	The Ashill Parish Council can not understand why such a road of this high spec, costing a lot of money and taking	The scheme will resolve the existing congestion issues in Henlade and at Southfields Roundabout and will provide a continuous high quality dual carriageway along the strategic A303 / A358 corridor, with safe overtaking opportunities along the length of the A358	No

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		to make about our proposals?	up a lot of costly greenfield farming land has to be built along the A358 road.	between M5 junction 25 and Southfields roundabout. 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 and significantly reducing the likelihood of head on collisions. The need for and benefits of the scheme are detailed in Chapter 4 Transport case and Chapter 5 Economic case, of the Case for the Scheme (Document Reference 7.1).	
8	Ashill Parish Council	Do you have any other comments you would like to make about our proposals?	Somerset is a rural county, and a more environmental friendly road with a lot less impact on the people who live along the current A358 would have been well supported.	National Highways acknowledges the need to integrate the scheme design within its rural context, and to minimise adverse impacts on the local environment. The Environmental Statement (ES) (Document Reference 6.2) sets out how the scheme design has had regard to environmental issues of importance.	N/A
9	Ashill Parish Council	Do you have any other comments you would like to make about our proposals?	I hope the Government's Transport Minister finds time to study very carefully what is being proposed and turns it down.	The scheme is a Nationally Significant Infrastructure Project (NSIP) and National Highways is seeking a Development Consent Order (DCO), which involves making an application to the Planning Inspectorate. The Planning Inspectorate must prepare a report on the application to the relevant Secretary of State (for Transport), including a recommendation, within three months of the close of the six-month Examination stage. The relevant Secretary of State then has a further three months to make the decision on whether to grant or refuse development consent. Further information is available online here: <a href="https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/">https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/</a>	N/A
10	Ashill Parish Council	Do you have any other comments you would like to make about our proposals?	The local people all know, it is Henlade and the Ilminster Bypass that are the two big problems, and until Henlade is sorted and the Ilminster Bypass is dualled nothing will change, and the sad thing is more people who don't know the Ilminster road's failings will be fatally injured.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.  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). 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.	No
11	Ashill Parish Council	Do you have any other comments you would like to make about our proposals?	I know all the Parishes fully support Henlade wanting the Bypass, which they fully deserve.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
12	Ashill Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	The proposed A358 Dualling is well over-spec'd and extremely costly compared to the type of road that would easily sufficed from Southfield Roundabout to the M5 junction.	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 ES 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
13	Ashill Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	Throughout the National Highways planning meetings, the Ashill Parish Council kept getting the feeling that the health & safety and the wellbeing of all who live along the rural A358 road was always at the back of their minds. This is proving to be so now, when you look at the A358 Dualling proposal.	The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in ES Chapter 12 Population and human health (Document Reference 6.2)	No

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14	Ashill Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	The Henlade Bypass is a MUST and should start as soon as possible. An additional full junction east of Hatch Beauchamp providing access both to and from both east and west bound carriageways. This will mitigate many local issues and will result in considerably more support from local residents than at present.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.  Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No
15	Ashill Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	The Ashill Parish Council thinks the consultation period was far too short for a major project like this, and a lot of people living along this proposed dualling still do not fully understand and appreciate what the changes mean to them. The Parish Councils must be given another opportunity to communicate out to all the residents who were not able to attend the meetings, due to either sickness or travel difficulties. We know that most of the Parishes think that the consultation timing was badly planned. The Ashill Parish Council found that a lot of help was being requested from the residents who wanted to respond but did not know how to.	The consultation period for this project lasted 41 days, which exceeded the minimum requirement for NSIPs which is 28 days. This extended period took into account the school holidays. Furthermore, events and webinars were scheduled to avoid school holidays.	N/A
16	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	The Parish Residents have found this report quite difficult to digest, and are asking more about the additional miles that they will have to travel and what impact does it have on the environment. Also, what would be the effect on the houses that are to be built very close to the new junction, regarding noise and air pollution.	With regards to after the scheme, National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The models show that, after construction, most of the journeys that local traffic make see an improvement in journey time with the scheme in place. The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).  The effects of air quality and noise are detailed in ES Chapter 5 Air quality and ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
17	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	This question is, the new proposed road to Broadway, from the Ashill new junction, runs along part of a field where a planning application has been approved for 25 Houses. The surface water run off from this field has nowhere to go other than onto the public highway. Has this all been taken into account 17/03800/OUT ? The Parish Council would like more information on the following matter, which is showing on the proposed plans for the Ashill junction, the number of attenuation ponds? But in the Preliminary Environmental information Report it does not state how many.	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate). The design principles mean that the rate of discharge from the new hardstanding will not increase flows from the existing highway drainage network where this is utilised. If the proposed development is proposing to discharge to an existing highway drainage network, this will only be permissible if express permission has been sought from the Highway Authority and the development will have to restrict discharge from their development areas to existing greenfield runoff rate. The design of the proposed drainage system for the A358 has been undertaken in close consultation with Somerset Council acting as the Lead Local Flood Authority and the Highway Authority.	N/A
18	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	There appears to be a disproportionate amount of concern for the protection of wildlife, in comparison to human beings whose lives will be blighted by increased traffic and consequent impact on their physical health, mental health and safety. If bridges are to be made available for badgers, why are sufficient access points not being made for the human species whose journeys will increase by up to 5 miles to be able to cross from one side of the new road to the other? Whilst we are aware of the need to conserve wildlife, I have to ask who is going	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in ES Chapter 12 Population and human health (Document Reference 6.2)  National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation. These 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	N/A

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			to train the dormice, butterflies, badgers, newts and bats to utilise the alternative routes being devised for them?	creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358.  As highlighted, additional measures have 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 the mammal passage beneath the scheme even in times of flood, badger tunnels would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. The habitat creation areas have been designed, in combination with appropriate ecological fencing, to direct wildlife towards tunnels, culverts and underbridges as appropriate.	
19	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	The Parish Council would like to understand a lot more about what the report is truthfully indicating, but the short consultation timescale has not allowed for this.	A number of documents were made available in addition to the Preliminary Environmental Information (PEI) Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included a non-technical summary of the PEI Report, the consultation booklet, and a non-technical summary of the traffic technical note. These were provided to ensure that people could view and engage with as many of the materials as possible during the consultation period, at different levels of expertise and/or interest.  National Highways also provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.  The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days.	N/A
20	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	Questions a) Does the report fully support National Highways proposed dualling scheme with all its environmental difficulties?	The Environmental Impact Assessment (EIA) uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. For the environment, these methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.	N/A
21	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	Questions b) Are there any environmental recommendations that National Highways can't deliver or consider because of additional cost?	The Environmental Impact Assessment (EIA) uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. For the environment, these methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.  The environmental mitigation proposed is that required to mitigate the impacts of the scheme in line with current standards and guidance.	N/A
22	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	Questions c) Have there been any suggested changes made to National Highways to save costs?	National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the DCO is granted.	N/A
23	Ashill Parish Council	Please let us know if you have any comments on the information presented in the	Questions d) The current surface water run off from the Ashill village, being on a hill, has always been a major problem,	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate). Therefore, surface water generated by any additional hardstanding is controlled to pre-development runoff rates. Furthermore, existing surface	N/A

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		Preliminary Environmental Information (PEI) Report.	and with the four approved housing developments the village run off is planned to increase by about 35%?	water flow routes have been taken into account to ensure surface water is not inadvertently directed towards sensitive receptors.	
24	Ashill Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	<p>Questions</p> <p>e) Has anybody looked at what might be the impact on the drainage systems that National Highways are proposing to manage surface water drainage to the East and the West of the Ashill village, or has this been totally overlooked in their calculations?</p>	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate). Therefore, surface water generated by any additional hardstanding is controlled to pre-development runoff rates. Furthermore, existing surface water flow routes have been taken into account to ensure surface water is not inadvertently directed towards sensitive receptors.	N/A
25	Ashill Parish Council	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area	<p>Option 1 - Provide a connecting link road between Capland Lane and Village Road. The Parish Council believes the connection to Village Road would more than help the residents of Stewley, and it MUST be connected to keep the travel mileage as low as possible.</p> <p>As we all know, climate/pollution/green incentives are top of the Government's priority list, and any reduced mileage will definitely help towards delivering the targets being asked of us.</p> <p>What National Highways are proposing definitely increases mileage pollution and energy usage, this cannot be acceptable to helping the Government achieve their future climate change targets.</p> <p>The Ashill Parish Council is asking that the Transport Minister picks this up when making the Government's final decision.</p> <p>Statement We all know that travelling any additional miles, and at higher speeds, uses more energy, and the Parish Council finds it hard to believe that this is not even being considered for the proposed A358 Dualling scheme.</p>	<p>Following statutory consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>National Highways 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 high volumes of fast-moving traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the improvements in travel speeds offered by the scheme, although a small number of trips will result in slightly longer journey times. Details of these impacts were shared as part of the webmaps created as part of the supplementary consultation. 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 ComMA 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 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 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 updated within ES Chapter 14 (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 EIA 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>	Yes

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26	Ashill Parish Council	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	<p>The Parish Council and the residents want an ON / OFF Hatch Village road junction, to allow the properties along the old A358 route to access the New A358 Dualling road, and not have to travel around dangerous roads and lanes to complete their everyday journeys.</p> <p>Stewley / Capland could also access the New A358 road if the link to Village Road from Capland is re-instated.</p>	<p>Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.</p> <p>Following statutory consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	No
27	Ashill Parish Council	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	<p>The Ashill Parish Council's point of view is that the Kenny link bridge to Stewley Road is a MUST.</p> <p>This is a definite requirement expressed by the Stewley residents, a lot of who have young children at the Ashill Primary School.</p> <p>Only having the one safe planned route out is not acceptable and it would cause a major problem, not only for the people living in Stewley, but also for the emergency services.</p> <p>1) The Parish Council cannot accept what National Highways is planning for the Stewley residents, and would like to see the Kenny link bridge re-instated. 2) The National Highways proposal shows that you are splitting the Ashill Parish in two, that is not acceptable for our rural village and you MUST change what you are proposing. The new road from Stewley to the Ashill Junction, picking up the sewage plant and the Park Barn road issue, MUST be changed. 3) The Parish Council would like to see the original proposal Kenny link bridge re-instated, with the sewage plant being serviced by a service road, and the Park Barn Lane connected into the Rapps new road. The Kenny link bridge would make sure that the Stewley residents are still attached to the Ashill Parish.</p>	<p>The proposed Stewley link road will allow traffic from Stewley to access Ashill village via the proposed overbridge at the Ashill junction. The amount of traffic that would use Kenny overbridge would not justify its inclusion in the scheme design, given that there will be overbridges at Village Road and at the Ashill junction that will allow traffic to cross over the A358.</p> <p>Following statutory consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
28	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users? Please let us know the reasons for your response	The Ashill Parish Council believe it is for the local Parish Councils to make reference to this proposal.	National Highways acknowledges this comment.	N/A
29	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Difficult to comment on, it should be the parish council for the Henlade area that must make reference to it.		N/A

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30	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Again, we think this is for the Parish Councils and their Parishes, who are affected by the proposed changes to make comments on.		N/A
31	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Again, we think this is for the Parish Councils and their Parishes, who are affected by the proposed changes to make comments on.		N/A
32	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	The Parish Council has already made reference to this proposal.  We are insisting that National Highways re-instate the Kenny link bridge, as per their early proposal.  The Parish Council and the Ashill residents do not want Stewley split away from the Ashill Parish.	The proposed Stewley link road will allow traffic from Stewley to access Ashill village via the proposed overbridge at the Ashill junction. The amount of traffic that would use Kenny overbridge would not justify its inclusion in the scheme design, given that there will be overbridges at Village Road and at the Ashill junction that will allow traffic to cross over the A358.	No
33	Ashill Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The Ashill Parish Council fully supports this proposal.	National Highways acknowledges the support received in relation to the design proposals.	N/A
34	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing	Again, we think this is for the Parish Councils and their Parishes, who are affected by the proposed changes to make comments on.	National Highways acknowledges this comment.	N/A



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		A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response			
35	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	The Ashill Parish Council fully supports this proposal.	National Highways acknowledges the support received in relation to the Southfields roundabout design proposals.	N/A
36	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The proposed Ashill junction showing on the plans is far too big and takes up a lot of greenfield farm land, which must have a large cost implication in compensation payments.	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. As part of the scheme, National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The proposed junction at Ashill comprises of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.  As part of the development of the scheme design and environmental mitigation, National Highways has sought to minimise land-take wherever possible.	No
37	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Summary of Issues for Rapps: 1) Closure of Cad Road will cause more than doubling of traffic going through Rapps on unsuitable roads. This traffic is heavy (farm and industrial) and causes risk to life and property 2) Dualling and increase in speed of A358 greatly increases noise pollution between Ashill and Southfields, with no mitigation to the East so far planned. 3) The Parish Council, and the residents of Rapps, have great concerns regarding the closure of Cad Road and the amount of additional traffic that will have to use the Rapps route from the new junction, to travel to and from Ilton, the business parks and the outlying villages. 4) Rapps is already a fast stretch of road, and the residents are worried that with a lot more traffic being proposed to use it, there will be a large increase in vehicles continuing to break the 40mph speed limit that is currently in place. It will become an even more dangerous stretch of road with inevitable risks to life and property 5) A lot of commercial vehicles currently use Cad Road. National England are proposing these commercial vehicles will in future have to travel the Rapps route, making this stretch of road even more dangerous. The road is currently not wide enough for two large commercial vehicles to pass each other safely, without one having to pull over, often very close to some of the residents' properties.	National Highways has undertaken an assessment of mitigation measures that are likely to be required on local roads as a result of the traffic impacts of the scheme. The standard of Rapps Road is such that it provides sufficient capacity to accommodate the forecast increase in traffic volumes. HGVs make up only around 2% of overall traffic volumes along Rapps Road and the speed limit through Rapps is 40 mph. Personal injury accident records along Rapps Road shows that there have been no accidents resulting in casualties on the sections that would remain unchanged as part of the scheme for at least 20 years. The location where there have been personal injury accidents along Rapps Road is at the junction with the A358, which would be closed and replaced with a much safer grade-separated junction as part of the scheme.  The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in ES 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 cuttings, noise bunds and other physical features to reduce noise impacts during operation. 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.  Businesses based on Cad Road would access the A358 via Rapps Road and Ashill junction. It has been identified that the junction of Cad Road and Rapps Road could be improved for larger vehicles associated with business/farming activities wishing to turn left onto Rapps Road. Therefore, widening is proposed as part of the scheme in this location with improved junction visibility. The existing carriageway width on Rapps Road is considered suitable for two-way traffic.	No
38	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Detail on Specific Issues for Rapps: 6) Rapps lies across open farmland from the A358, currently a 2-lane, 60mph limit road. With the increase to 4 lanes (6 if you include the Broadway road) and increased speed limit to 70mph, then noise levels can be expected to dramatically increase especially as the	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Chapter 11 Noise and vibration of the Environmental Statement (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 cuttings, noise bunds and other physical features to reduce noise impacts during operation. National Highways has also produced an Environmental Management Plan (Document Reference	N/A

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			prevailing wind is from the South West. We anticipate a huge noise impact for residents of Rapps.	6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.  The location of noise bunds and barrier are shown on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).	
39	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The Parish Council and the Rapps residents would like National Highways to consider: 7) Cad Road should be kept open even if only as “access to” the A358 (ie it would be acceptable to prevent access “from” the A358). Industrial traffic tends to informally use Cad Road/Rapps Road as an unofficial one way route to avoid the above issues of having to pass each other on narrow roads and this would enable this to continue.	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. Traffic modelling indicates that additional junctions / accesses, in addition to those proposed at Mattock’s Tree Green and Ashill, would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No
40	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The Parish Council and the Rapps residents would like National Highways to consider: 8) Traffic calming measures on Rapps Road to reduce speed through the narrow lanes.	National Highways has undertaken an assessment of mitigation measures that are likely to be required on local roads as a result of the traffic impacts of the scheme. The standard of Rapps Road is such that it provides sufficient capacity to accommodate the forecast increase in traffic volumes. HGVs make up only around 2% of overall traffic volumes along Rapps Road and the speed limit through Rapps is 40 mph. Personal injury accident records along Rapps Road shows that there have been no accidents resulting in casualties on the sections that would remain unchanged as part of the scheme for at least 20 years. The location where there have been personal injury accidents along Rapps Road is at the junction with the A358, which would be closed and replaced with a much safer grade-separated junction as part of the scheme.	No
41	Ashill Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The Parish Council and the Rapps residents would like National Highways to consider: 9) Noise cancellation methods should be adopted from the Ashill junction to the Southfields junction on the eastward side. There seems to be none planned and the lack of these measures could be of significant detriment to residents.	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. 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. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement (ES) Chapter 2 The project and within Chapter 11 Noise and vibration (Document Reference 6.2). The location of noise bunds and barrier are shown on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).	No
42	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	National Highways mission statement is:- “Our mission is to keep the South West connected to the rest of the world. By maintaining and developing our roads, we connect people and communities. National Highways and the Government has a duty of care to make sure that people living in this rural area of Somerset are kept safe when going about their daily lives, and not being impacted on by the major A358 Dualling development proposal, for the following reasons.  1) National Highways MUST change the proposed flyover from the old A358 onto the Hatch Beauchamp Village Road to a flyover, with an ON/OFF slip road junction. The reason for the Ashill Parish Council's request is to make	National Highways acknowledges the need to ensure residents of rural Somerset are kept safe and the scheme includes proposals for measures on the local road network to ensure that this will be the case.  Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No

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			sure current traffic movements around these very narrow and dangerous village roads are not increased and still kept to a minimum. National Highways MUST take into account that the local roads are in an extremely poor condition and traffic movements must still be kept to a minimum, to stay safe enough for all those living along them who cannot avoid having to use them.		
43	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	2) Ashill Village, with young families and pets, are living in a very safe environment. National Highways MUST reconsider the proposed village road junction arrangement along the new A358 Dualling route. If National Highways fails to recognise the abovementioned, Ashill will be greatly affected by the large increase in vehicle movements being proposed travelling through this small village.	National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed design changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.  Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	Yes
44	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	3) The Parish Council would like to remind National Highways that the Ashill Bypass was built to make it safer for all who now enjoy living in Ashill. The proposed A358 Dualling will mean the local residents have to travel around these very dangerous roads, as well as having to travel many extra miles to complete their everyday living journeys.	The forecast traffic model developed by National Highways indicates that there would be an increase in traffic through Ashill village and through Kenny as a result of the A358 scheme. The road through Ashill was the Old A358 before the Ashill bypass was built. It is of single carriageway standard and was originally designed to accommodate significantly higher traffic volumes than currently use it. Personal injury accident records do not highlight a safety issue in and around Ashill village. There have been no personal injury accidents along the Old A358 through Ashill since 2007, apart from at the junction with the A358 mainline which will be closed as part of the proposed A358 scheme. The A358 scheme will not lead to significant increases in overall trip mileage for journeys to and from communities local to the A358 corridor.	No
45	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	4) Hatch Beauchamp has at least two large businesses in its village, including Weavo Fencing and Unicorn Saddlery. Customers and deliveries using the businesses in Hatch Beauchamp and travelling from an Easterly direction would, without the Hatch Beauchamp ON / OFF junction travel through the Village of Ashill to access them. Large commercial vehicles, horse boxes, vans and car trailers would be travelling through the Ashill village, and this cannot be right for the Ashill residents to have to change their current safe way of living by going back to a very busy dangerous road again. The Parish Council and the residents cannot see the business customers and the delivery vehicles travelling all the way to Mattocks Tree Green to access these industrial sites. Hatch Beauchamp is quite similar to Ilton's business parks, but on a smaller scale.  National Highways should not be planning for Ashill to support these business by proposing that the large vehicle movements should travel through the village on a daily / weekly basis.	Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.	Yes
46	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the	Statements 1) The long straight road through the village was one of the most dangerous stretches of road along the old A358, and we saw a number of people losing their lives in Ashill. Once the bypass was built, it was not long before SSDC approved two developments along this road. There are now a further FOUR HOUSING	Traffic levels on the road through Ashill would be significantly lower with the A358 Taunton to Southfields Dualling Scheme in place than they were before the Ashill Bypass was built. The much higher traffic levels prior to the construction of Ashill bypass would have led to dangerous overtaking manoeuvres and conflicting movements associated with turning movements to and from side roads and property accesses that would have contributed to the accidents and fatalities referred to in the comment. Personal injury accident records show that the most recent accident that led to an injury on the old A358 through Ashill	No

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		reasons for your response	<p>DEVELOPMENTS APPROVED and waiting to be built, all including affordable homes for young families. The two most recent developments brought a big increase in cars being parked along the village road, and we are sure this will continue to increase when more houses are built.</p> <p>The village also supports a large number of established wildlife, such as badgers, roe deer, foxes and hedgehogs, who regularly cross this road in various places, along the old road. Ashill has also seen a large increase in walkers, dog walkers, cyclists, and horse riders, and we do have an equestrian centre in Windmill Hill. Cats are also regularly seen crossing the road. Once these new housing developments have been built, there will be an increase in children walking to school and to the playing field, and parents taking their children to school have to park along the main village road in the mornings and afternoons.</p> <p>The Parish Council have been made aware that the Primary School is extremely worried about this matter.</p>	<p>occurred in 2007. The increase in traffic from approximately 1 vehicle per minute to 2-3 vehicles per minute will not fundamentally impact road safety as the volumes are not comparable to the level of traffic that used to use the road through Ashill in the situation referred to in the comment.</p> <p>Development of settlements and housing is determined by the local planning authority; current planning policy in Somerset supports the delivery of the A358 Taunton to Southfields to unlock strategic growth in the county. This is also set out in the Case for the Scheme (Document Reference 7.1).</p> <p>ES 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 ES (Document Reference 6.2).</p>	
47	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>Statements</p> <p>2) During the winter, when the weather is bad, the School regularly uses the Village Hall for their PE (as they have no other indoor facility) and children have to cross our road to access the Hall. The crossing is in a blind spot area and already quite dangerous, so with the additional volume of traffic, especially involving commercial vehicles travelling to Hatch Beauchamp's businesses, it would make it even more dangerous for them to access the Hall. The winter also brings another dangerous condition on the road through Ashill, the village is on a hill and the road easily floods, and if the temperatures are very low it freezes over. Ashill is not on the Council's gritting programme, so we see a number of accidents every year, especially when parents are taking their children to school early in the morning. If National Highways' proposed new A358 Village Road junction arrangement is approved, the additional heavy traffic being proposed to travel along the Ashill road will only make it more dangerous and life-threatening for everyone.</p>	National Highways' mitigation proposals in Ashill include improved crossing facilities for pedestrians crossing the road through the village. The safety concerns highlighted around flooding and lack of gritting in winter are matters to be discussed with Somerset Council who are the local highway authority for the road as these are existing issues not related to the A358 scheme.	Yes
48	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>Statements</p> <p>3) Between Mattocks Tree Hill (Thornfalcon traffic lights) and Southfields roundabout National Highways are proposing to remove 18 junctions /accesses to the A358 and replace these with 1 new one at Ashill, plus a network of roads linking local villages, but not connecting to the new Dualled A358. Therefore, all traffic travelling to and from Ilminster, Ilton, Chard, the South Coast or the A303 from Hatch Beauchamp, Curry Mallet, Bickenhall, Curland, Staple Fitzpaine, Windmill Hill and Wood Road will find the route through the village of Ashill the most convenient. The consequences of the proposed increased in traffic travelling through Ashill will be disastrous for the residents and their current daily activities, the School children and their parents, and the Hall's very busy hire programme, which sees cars being</p>	Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.	Yes

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			parked along the village road once the small car park is full.		
49	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Statements 4) The cost of making the Hatch Beauchamp Village Road an ON /OFF Junction is a one off cost. The extra cost to the people living without this junction and having to travel the extra miles every day / week / year will be ongoing. With the climate/pollution/green incentives high on the government's priority list, it does not make sense that National Highways has not taken this into consideration within their planning models. I am sure that a lot of people would be very surprised, and disappointed, if they saw that a professional body like National Highways was not supporting the move forward to reducing pollution to help protect the country from climate change, which is reported to be heading our way.	Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.  When considering elements of the scheme, aspects such as environmental impacts, for example habitat loss or embedded carbon impacts, also need to be considered in addition to potential positive impacts on lowering road user emissions.	No
50	Ashill Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Statements 5) The Ashill Parish Council and the Ashill residents are insisting that National Highways change their proposed village road bridge to an ON / OFF junction, which would then go a long way to solving what is seen as a hugely important issue for a number of involved Parishes.	Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No
51	Ashill Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Ashill Parish Council cannot see on the proposed A358 Dualling plans any real benefits for the Ashill Parish residents, particularly as a lot of public footpaths are being proposed to be closed. On one hand the Government is asking that we all try and live healthier lives, but you are proposing to take a lot of this walking activity away, by closing these footpaths. This is a very confusing message and hardly healthier living? We hope the Government takes this into their consideration when making their final decision.	The proposed improvements are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way (PRoW) Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). An assessment of walking, cycling and horse-riding is provided in ES Chapter 12 (Document Reference 6.2). In summary, walkers on public footpaths in Ashill parish would be able to cross the scheme at Sunnyside underpass, Ashill junction or Jordans overbridge. All of these crossings would be safer than the existing at grade crossings. Two of the crossings would be traffic-free and classified as restricted byways and therefore be more inclusive than the existing footpaths. Linear provision for walkers, cyclists and horse-riders would be provided on both sides of the scheme in Ashill parish. On the western side, a restricted byway would connect Broadway Street and the old A358 at Horton Cross. On the eastern side, a new restricted byway would connect Rapps Road and Cad Road, and Cad Road would be largely traffic-free.	N/A
52	Ashill Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Re-instating the Kenny bridge link would bring a lot more benefits to the Ashill Parish walkers, cyclists, horse riders and DISABLED USERS. Many Ashill residents do travel over to Stewley, which has ideal conditions for the activities mentioned.	Stewley link replaces an overbridge at Kenny (previously seen in the preferred route announcement). Sunnyside underpass would provide an alternative scheme crossing for walkers, cyclists, horse-riders and disabled users. This would be a better amenity than Kenny Road bridge because it would be traffic-free, safer and more pleasant to use.	No
53	Ashill Parish Council	To what extent do you agree or disagree with our proposals for	A lot of public footpaths are being proposed to be closed, and National Highways must make a bigger effort to make sure that these rural activities are kept open for the	PRoW would be retained as much as possible but some diversions and stopping up are required. Only one footpath in Ashill parish would be fully stopped-up, which is CH 1/21 (Thickthorn Lane). An alternative route would be available via Ashill junction. A longer	N/A

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		walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Ashill Parish residents, and the outside public who regularly visit the village to use our great facilities.	alternative would be via Jordans overbridge, which would be a traffic-free restricted byway and safer and more inclusive than the existing at grade crossings. Proposals are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way (PRoW) Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).	
54	Ashill Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Statement National Highways MUST not be allowed to restrict these very important activities and take them away from the residents who are currently living and enjoying a healthy rural life, along with the visiting public.	The scheme objectives include an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the PRoW Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).	N/A
55	Ashill Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The current M5 Junction can not cope with the volume of traffic already using it, especially around the summer holiday period and bank holidays.	Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the ComMA Report (Document Reference 7.4).	N/A
56	Beercrocombe Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	Local parishes voiced their concerns at the lack of access to the scheme south of Hatch Beauchamp throughout the consultations that took place in 2019 and during 2021. Indeed the 2019 SAR included the requirement for a junction south of Hatch Beauchamp (Section 3e)(1) refers) but it was removed without any published analysis following a Highways' England Executive cost cutting exercise 5 that decided the scheme would proceed without any 'extras' like the Hatch Beauchamp junction. The Community of Parishes has continued to present proposals to mitigate the adverse impact of the scheme within this section.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	No
57	Broadway Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	BPC strongly disagrees with the limited changes proposed by NH at Southfields roundabout.	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). 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	N/A

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				<p>programme remain uncommitted, with no guarantee they will be taken forward into construction.</p> <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) exit, a three-lane approach from the A303 (East) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p>	
58	Broadway Parish Council	8 – General	BPC endorses the narrative of the Local Councils Group in its response, Principal Issues. Specifically, BPC believes that the Business Case for the scheme should be rewritten, Governance of the scheme must be reviewed, the failings of design which impact on local communities must be changed in ways already suggested to NH, Value for Money should be reviewed, since the current marginal benefit argues for a more modest and therefore cheaper scheme and the current consultation for a complex scheme has been too short.	<p>Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the DCO is granted.</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. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the ComMA Report (Document Reference 7.4) This includes the scheme cost, the economic benefits and the benefit to cost ratio.</p>	N/A
59	Broadway Parish Council	Additional proposals at the roundabout	There is already significant congestion at peak and other times on each of the approach legs to the roundabout. No significant physical change to the roundabout itself is proposed by NH. However, the proposed creation of a third circulatory lane on parts of the roundabout would mean that traffic seeking to enter the roundabout from the B3168 (Ilminster) and A358 (South) approach legs would have to cross in front of 3 lanes of traffic rather than the current 2. This would create a significantly more challenging traverse of the roundabout for local vehicles than is currently the case with a lower volume of traffic than NH project for the future. To cope with this, the following additional measures are needed at the roundabout.	<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). 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 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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p>	N/A
60	Broadway Parish Council	Background	BPC was a founder-member of the group of 10 (now 14) local councils (the Local Councils Group) who came together in 2019 to develop design solutions to the defects in the then Highways England's proposed A358 route. Early in 2021, the Councils' Group put a detailed set of mitigation measures to NH and has held several	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	N/A

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			meetings subsequently with its officials to hammer out better local access arrangements and to prevent the diversion of traffic through villages like Ashill and Hatch Beauchamp. NH has taken some of those proposals on board and they are reflected in the published consultation document. However, many of the Local Councils Group suggestions have not been accepted.	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. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	
61	Broadway Parish Council	Background	The Local Councils Group has submitted a detailed response to the consultation, setting out practical and safe design changes, but also challenging the engineering standards on which the proposed route is based. BPC endorses the Councils' Group's consultation response. What follows focusses on the issues of most importance to Broadway, using the numbering sequence in the feedback questionnaire. This response should be read in conjunction with the Local Councils Group response.	National Highways acknowledge Broadway Parish Council support for the Community of Parish proposals.	N/A
62	Broadway Parish Council	Conclusion	BPC wishes to continue to work constructively with NH in partnership with the Local Councils Group to secure an improved route between Southfields and the M5 which achieves national transport objectives while respecting and facilitating local communities' need for convenient and safe travel around their area. BPC believes that NH's statutory consultation proposals do not achieve this and should be replaced with a more modest dual carriageway route designed to CD 109 All-Purpose 2 Lane Dual Carriageway standard, with a grade-separated junction at Southfields. That would open the door to the more constructive dialogue with NH on the Local Council Group proposals which BPC seeks.	<p>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.</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>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). 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 section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).</p> <p>National Highways welcome continued dialogue with Broadway Parish Council.</p>	N/A
63	Broadway Parish Council	Further comments about the plans for Section 1: M5 junction 25 to	BPC believes that the critical issue here is the necessity to construct a bypass around Henlade. That is important not just to relieve the residents of the area from the noise and air pollution from which they currently suffer and to	National Highways acknowledges the support for a bypass around Henlade, however the section between Thornfalcon and Southfields is also 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	N/A



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		Mattock's Tree Green junction.	improve safety, but to provide easier access to and from the M5 and Taunton for those living in the wider hinterland down to Ilminster.	connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
64	Broadway Parish Council	Section 2 – Mattocks Tree Green junction to Griffin Lane.	BPC welcomes NH's acceptance of the Local Council Group's suggestions of providing access to the Progressive School and nearby properties/businesses (2b) and linking Mattocks Tree Green to Village Road and so to Hatch Beauchamp (2c). BPC disagrees with the spur off the northern roundabout, which it believes to be unnecessary (2a).	National Highways acknowledges the range of views expressed, including those received in support of the project.  As the northern roundabout forms part of the Mattock's Tree Green junction, the function of which is to provide access to and from the A358 dual carriageway, there needs to be a good connection to the local road network and the slip roads at this location. The A358 will encourage traffic between the A358 and areas such as Monkton Heathfield to stay on the dual carriageway and use the route via M5 junction 25 instead of exiting or joining the dual carriageway at the Mattock's Tree Green junction.	No
65	Broadway Parish Council	Section 3 – Griffin Lane to Ashill junction.	BPC endorses the Local Council Group critique of NH's proposals along this section of the route.	National Highways acknowledges support for comments made by the Community of Parishes; for specific responses to matters raised see the relevant section of this table.	N/A
66	Broadway Parish Council	Section 4 – Ashill junction to Southfields roundabout	BPC endorses the responses at 4a and 4b submitted by the Local Councils Group.		N/A
67	Broadway Parish Council	Section 5 – Improvements for walkers, cyclists and horse-riders, including disabled users	BPC is concerned at the number of crossings for these users which will be severed. The route through Broadway via Broadway Road and Street is popular with cycle clubs and walkers and there are several local people who ride the area's bridleways and country lanes. However, as previously indicated and so far as Broadway is concerned, BPC hopes that the proposed links from Broadway Street for vehicles to the Ashill junction and the path to Horton Cross will be useful for these users.	Existing links from Broadway would be retained and users would be able to cross the scheme at Sunnyside underpass, Ashill junction or Jordans overbridge. All of these crossings would be safer than the existing at grade crossings. Two of the crossings would be traffic-free and classified as restricted byways and therefore be inclusive. Broadway Street link would be lightly trafficked and suitable for walkers, cyclists and horse-riders. The new restricted byway from Broadway Street link to Horton Cross, and Jordans overbridge in particular, strengthens the off-road network in this area.	Yes
68	Broadway Parish Council	Section 6 – Planning ahead for construction	BPC is concerned at the potential disruption to the passage of vehicles, including farm vehicles, during the construction phase and at the likely increase in noise and dust pollution. BPC wishes there to be clarity not yet available on the route of any haul roads or site camps.	Details of proposed haul roads and proposed compound locations are included within the DCO documentation within Figure 2.1 of the ES Figures (Document Reference 6.3). These will be subject to refinement as the construction programme is further developed during the detailed design stage, subject to successful DCO consent, but will remain in line with the requirements of the DCO.	N/A
69	Broadway Parish Council	Section 7- The Environment	BPC shares the views of the Local Council Group. 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 comments provided with regard to air quality. The impacts and effects on the Vale of Taunton Deane and North Curry Sandstone Ridge landscape character areas were reported in the PEI Report and are reported in ES Chapter 7 Landscape and visual effects (Document Reference 6.2).  Where possible within the design requirements of the scheme, mitigation measures to reduce the impacts and effects have been incorporated into the scheme design. At Mattock's Tree Green junction, environmental mitigation measures in the form of an arch structure to minimise the appearance of the cutting, use of hedgerow planting across the bridge, and provision of planting on the cutting slopes has been proposed to reduce potential landscape impacts.	N/A
70	Broadway Parish Council	Summary	Broadway Parish Council (BPC) endorses the analysis of the National Highways' (NH) A358 dualling proposals contained in the formal response provided by a group of local councils whose communities would be affected by the scheme. In particular, BPC agrees that there is no need or justification for the dualling to be built to Expressway standard, that this would be unnecessarily costly and environmentally damaging and would seriously disrupt local connectivity to, from and across the A358. BPC believes that the governance of the project has been defective and that NH has cherry-picked	CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.  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. National Highways are adopting the latest design standards for the A358 Taunton to Southfields	N/A

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			<p>the standards it wishes to adopt in the design of the route, while ignoring mandatory requirements, like a grade-separated junction at Southfields, which would have local support. BPC believes that the project should be redesigned to CD 109 All-Purpose 2 Lane Dual Carriageway standard (similar to the A303 Sparkford to Ilchester scheme currently under construction), a more modest, but still satisfactory standard, and that local communities should be consulted afresh on the emergent design.</p>	<p>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>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). 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 section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).</p> <p>Overall, National Highways considers the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.</p>	
71	Broadway Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	BPC's support for this proposal is qualified.	National Highways welcomes support for the proposals.	N/A
72	Broadway Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	BPC strongly supports the creation of a path for walkers, cyclists and horse riders proposed between Broadway Street and Horton Cross via the abandoned A358.	Responding to the consultation feedback, a new overbridge at Jordans Farm would replace the previously proposed route under the A358 through Ding bridge and strengthen the off-road network in this location. It would connect the Old A358 at Horton Cross, Broadway Street and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
73	Broadway Parish Council	To what extent do you agree or disagree with our proposals to upgrade	BPC strongly disagrees with this. The proposed upgrades to M5 junction 25 and the Nexus roundabout, which will remain at-grade priority/traffic light controlled, will transfer the current congestion at Henlade to the M5 and Nexus roundabouts. This has implications for	Both M5 junction 25 and the Nexus 25 signalised junction are forecast to operate within their practical capacity during peak hours in the design year of the scheme (year 2046, 15 years after scheme opening). This means that drivers will on average get through the signals on the first occasion that they turn green once they arrive at those junctions and	N/A

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		M5 junction 25 and the Nexus roundabout?	Broadway residents wishing to access the M5 and the employment, health, retail and leisure facilities in Taunton.	therefore delays at both locations will just be related to a typical signal cycle and will hence be relatively small.	
74	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 Provide a connecting link road between Capland Lane and Village Road.  The Capland Lane link should be no more than a single lane in keeping with the existing lane. It would prevent severance of Capland Lane residents from the village of Hatch Beauchamp and provide a flood free route to Village Road. The link is also needed to provide access to Capland Orchard Farm and as an alternative path for bridleway T14/25 that is the current WCH link. The proposal to carry out works to attenuate the flood risk on Stock's Lane and Stewley Lane would have none of these benefits and would involve costs akin to the provision of a link.	Following consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
75	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane?	There is no evidence for building the dual carriageway to an Expressway build standard. GD 300 E/5.1 directs the highway link between Southfields roundabout and M5 Junction 25/Nexus roundabouts be designed as a trunk link road in accordance with CD 109.	CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.  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.  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.	N/A

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	Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
76	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane?	The 2019 SAR reported the requirement for departures from standards within this section relating to sight distances, and horizontal and vertical geometry around the Hatch Beauchamp bypass. No information on the consequences of these departures from standard has been published within the Consultation documentation.	Departures from standard are necessary when scheme constraints do not permit a design layout to standards and are common on schemes which involve the upgrade of an existing route. All departures from standard require a robust justification and National Highways are developing and progressing departures from standards on the scheme, including sections of the Hatch Beauchamp Bypass. This will be an ongoing process that continues through to the start of construction.	N/A
77	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council,	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	It is within this section that cost-cutting has had a severe negative impact on local communities. The 2019 SAR published a popular proposal to provide an additional junction south of Hatch Beauchamp (SAR, Figure 6.15 and Table 6.13) to specifically improve connectivity and reduce the flow of traffic through Hatch Beauchamp and Ashill, contradicting the current National Highways analysis of traffic flows. The removal of this junction by the then Highways England Executive leads to the conclusion, further evidenced by the high-level IAR report, that the dogmatic pursuance of an Expressway aspiration has bleed funding away from providing a usable A358 to local communities. There remains no evidence for building the dual carriageway to an Expressway build standard. GD 300 E/5.1 directs the highway link between Southfields roundabout and M5 Junction 25/Nexus roundabouts be designed as a trunk link road in accordance with CD 109.	CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.  Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  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.  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	No

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	Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP			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.	
78	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	GG 104 defines Other Parties as people living or working adjacent to the road or using the local rural network affected by the scheme. Clause 2.12 requires National Highways to conduct a safety risk assessment to clearly identify all sub-populations within Other Parties and record how each is or can be affected by the scheme. Furthermore, GG 104 mandates National Highways to reduce the risk to Other Parties to as low as is reasonably practical, a higher level of safety than required for actual road users. National Highways has not mitigated the risks to Other Parties to an ALARP level because of the cost involved, and is using the GD 300 restrictions on access to an Expressway to mask this fact. The Parish Mitigation Proposals provide Other Parties with an ALARP outcome at an affordable cost. Parishes further believe a benefit cost ratio (BCR) analysis as detailed in GG 104 would support the adoption of our proposals. Besides significantly improving safety within the villages the connections to the dual carriageway provide emergency access and egress as recommended by GD 368.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation, adopting GG104 principles. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	No
79	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	National Highways' conclusions on Human Health, Noise and Vibration highlights the mediocrity of the scheme as currently designed. North Curry and Stoke St Gregory, villages miles away from the direct impact of the scheme, are the sole identifiable beneficiaries. It is also damning that the Expressway will subject more residential properties to noise and vibration (813) than those benefiting from less (324). For the rest, National Highways can only point to a 'likely slight beneficial effect' on health across the local area, whilst ignoring the adverse impact on communities lying adjacent to the Expressway.	The 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. 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. A description of the embedded noise mitigation measures included within the scheme design is provided in ES Chapter 2 The project and within ES Chapter 11 Noise and vibration (Document Reference 6.2). The location of noise bunds and barrier are shown on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).  Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in ES Chapter 11 Noise and Vibration (Document Reference 6.2), a total of 110 permanent significant adverse effects and 360 permanent significant beneficial effects have been identified.	N/A

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	Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
80	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The loss of historic accessibility to the A358 along Section 3 will necessitate long diversions along unclassified and C class rural lanes and roads. Experience to date is that these roads are poorly maintained by Somerset Council, evidenced by pot holes, uncleared gullies, limited cutting of road hedges and verges. In autumn and winter the rural network is very dark, often muddy and slippery and in many places flooded or obstructed by pools of water. These issues already make the rural network precarious. The increased traffic volume, incompatibility of traffic types (cars, vans, lorries and agricultural vehicles) with each other and WCH uses will increase mental and physical stress on local communities. School runs will become more stressful. Businesses will be handicapped. Community severance will increase. The scheme does not consider in any depth these effects nor offers any mitigation of substance.	National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	No
81	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	There is no evidence for an Expressway build standard. The 2019 SAR indicates the route should be built as a dual all-purpose trunk road.	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.  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	N/A

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	Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP			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.	
82	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	HE SAR 2019 traffic data indicates that the closure of Cad Road/T junction would greatly increase traffic along Rapps Road. Much of this traffic is HGV to the two Ilton Business Parks and daily military convoys to and from Merryfield Airfield. The scheme proposal is inadequate to safely cope with this increased traffic load on a narrow country road. The current near balance in traffic along Rapps Road and Cad Road needs to be maintained by providing a single slip road from Cad Road/T junction on to the eastbound carriageway.	National Highways has undertaken an assessment of mitigation measures that are likely to be required on local roads as a result of the traffic impacts of the scheme. The standard of Rapps Road is such that it provides sufficient capacity to accommodate the forecast increase in traffic volumes. HGVs make up only around 2% of overall traffic volumes along Rapps Road and the speed limit through Rapps is 40 mph.  Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  National Highways note that the solution proposed by the Community of Parishes would allow traffic to use Cad Road to travel towards the A358 and access it in the southbound direction only. Traffic travelling in the opposite direction (from Southfields roundabout to Ilton) would still have to use Rapps Road even in the solution proposed by the Community of Parishes and this would therefore not result in maintaining the near balance of traffic volumes between Rapps Road and Cad Road that is desired by the Community of Parishes.	No
83	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The width of the central reserve of the carriageway is excessive along the whole scheme but is particularly excessive on the approach to Southfields roundabout.	The separation between carriageways is due to the provision of sufficient stopping sight distance, which is one of the key parameters that impact road safety.	No

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	Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
84	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Do you have any other comments you would like to make about our proposals?	Refer to Principal Issues at front of questionnaire response.	National Highways acknowledges the comments made.	N/A
85	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch	Further comments about the plans for Section 1: M5 junction 25 to Mattock's Tree Green junction.	The Community of Parishes emphasises their full support for a Henlade bypass to be built.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalton and Southfields is also 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.	N/A



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	Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
86	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Parish Council, Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Further comments about the plans for Section 1: M5 junction 25 to Mattock's Tree Green junction.	There is no evidence for building the dual carriageway to an Expressway build standard. GD 300 E/5.1 directs the highway link between Southfields roundabout and M5 Junction 25/Nexus roundabouts to be designed in accordance with CD 109.	CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.  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.  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.	N/A
87	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council,	Please let us know if you have any comments on the information presented in the Preliminary	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	National Highways acknowledges comments provided with regard to air quality. The impacts and effects on the Vale of Taunton Deane and North Curry Sandstone Ridge landscape character areas were reported in the PEI Report and are reported in ES Chapter 7 Landscape and visual effects (Document Reference 6.2).	N/A

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	West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Environmental Information (PEI) Report	(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.	Where possible within the design requirements of the scheme, mitigation measures to reduce the impacts and effects have been incorporated into the scheme design. At Mattock's Tree Green junction, environmental mitigation measures in the form of an arch structure to minimise the appearance of the cutting, use of hedgerow planting across the bridge, and provision of planting on the cutting slopes has been proposed to reduce potential landscape impacts.	
88	Community of Parishes: Beeroccombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	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 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 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 updated within ES Chapter 14 (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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 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>An outline Carbon Management Plan is provided as Annex K of the Environmental Management Plan (Environmental Statement Appendix 2.1, Document Reference 6.4).</p>	N/A

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89	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Business Case	The one element of the business case that has complete support of all local parishes is the need for a Henlade bypass	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
90	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will	Principal Issues - Business Case	Faced with the closure of the majority of local connections to our A358 a Community of Parishes has worked together to develop mitigation proposals to make the scheme acceptable to communities that lie close to the A358 and are most adversely affected by the scheme. Parishes require similar accessibility to the new A358 as is currently existing and as provided along much of the A303, and as being provided at the recently authorised Sparkford to Ilchester scheme. The Parish Community provided detailed submissions to National Highways in June, July and September 2021 and some proposals have been incorporated into the scheme. However, accessibility to the A358, severance, the roundabouts, particularly Southfields, and the Expressway standard remain outstanding issues. This response to the Consultation presents the consensus of opinion of the named Parish Councils.	National Highways acknowledges this comment.	N/A

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	base their Response on CoP				
91	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Business Case	<p>It has become evident that pursuance of the 'Expressway Corridor' vision has distorted the thinking behind the current A358 improvement project. Our view is supported by an executive level Independent Assurance Review (IAR) (Obtained through FOI/2578. IAR, formerly known as Office of Government Commerce (OGC) Gateway Review 2: Delivery Strategy) of the scheme during Stage 2, Preferred Route selection, that reported serious concerns regarding the influence a high level aspiration to deliver an Expressway to the Southwest had on the scheme design.</p> <p>Originating in 2014, along with Smart Motorways, the concept of building a sub-category of a Motorway called an Expressway emerged. An Expressway is therefore built to an entirely different scale to an all-purpose trunk road commonly used to link sections of the Strategic Road Network.</p> <p>The Review rated the scheme AMBER/RED, noting that the scheme capital provision was arguably incapable of funding a dualling scheme to Expressway standard, that the deliberate focus on the aspiration prevented comparison with alternative, more affordable options and that the design prioritised the aspiration above all other stakeholder requirements. Of particular note to our locality the IAR concluded that 'the proposed Expressway standard, for which no justification has been presented, may have a major impact on severance on the southern section of the route'.</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>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>	N/A
92	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council,	Principal Issues - Business Case	<p>An Expressway promises high performance, achieving a mile-a-minute travel experience. This is not possible in this scheme as both the eastern and western ends of the link terminate in roundabouts, the latter a double roundabout with traffic lights. The congestion that exists on this link emanates from the roundabouts and on the western end is exacerbated by the adjoining village of Henlade. As the scheme does not, and will not, bypass these roundabouts with free-flowing grade separated junctions the objectives set in the 2014 Road Investment Strategy (RIS) 1 (The 2020 RIS 2 describes the A358 scheme as a dual carriageway link. The sole Expressway scheme in RIS 2 was the Oxford to Cambridge Expressway, recently cancelled due to the low benefit to cost) will not be achieved. Money spent on the Expressway aspiration is money wasted, requiring more resources like prime agricultural land and construction material for the excessively complex junctions, central barrier and boundaries. Rather than accept this conclusion Highways' England Executive embarked on a cost cutting exercise (Obtained through FOI/2578. Full SGAR 2_Redacted - End of Stage Report - 2019.05.24.) that decided the scheme would proceed with the expensive Expressway, but without any 'extras' like the requirement for a Hatch Beauchamp junction.</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>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 appropriate 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> <p>The proposed junctions at Mattock's Tree Green and Ashill comprise of a 'dumbbell' and 'diamond' arrangement respectively; these are both standard grade-separated junction types in accordance with DMRB CD 122. A concrete central reserve barrier is proposed as</p>	No

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	Corfe Parish Council. Ilminster Town Council will base their Response on CoP		Consequently, local communities are denied the historical connectivity that is their right because of a misplaced high level aspiration.	part of the scheme and whilst this is a specific requirement of a Level 2 dual carriageway, such barriers are typically used on parts of the all-purpose trunk road network due to whole life cost benefits and minimal maintenance requirements.  Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.	
93	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Business Case	The business case for the scheme needs to be rewritten with emphasis on a Henlade bypass and resolving the sources of congestion at the roundabouts. The link itself is not the major priority but any new road should be cheaper, simpler and environmentally less damaging.	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.  National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the DCO is granted.  The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the ComMA Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	N/A
94	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet	Principal Issues - Consultation	During the 2021 consultations ten parishes that lie directly within the scheme developed proposals that would mitigate the adverse impact of the scheme to an ALARP level. These proposals were at the centre of the consultation Forums held by National Highways. It is unfortunate that National Highways excluded the proposals from all statutory consultation material, including DCO preparatory documents like the PEIR. The latest revision of the community proposals has been incorporated into this consultation response.	We were not able to accommodate requests to display the mitigation proposals submitted by the group of parish councils as part of our statutory consultation. We needed to ensure it is clear to the general public what we are consulting on and the inclusion of any additional materials or proposals may cause confusion. Likewise, to include one set of alternative proposals in our consultation materials could be seen to be unfair to other stakeholders and community groups who may have a different viewpoint on the scheme design. Our approach ensures fairness across the community.  Engagement with the Parish Councils has been ongoing, including consideration of suggested alternatives, and requests to share information. Sections 2.5 and 6.2 of the Consultation Report (Document Reference 5.1) provide more information. National Highways were not able to accommodate requests to display alternative proposals submitted by a group of parish councils as part of the statutory consultation exercise. National Highways considers it not to be appropriate to display or consult on materials prepared by third parties that suggest alternatives to the proposals being consulted upon. National Highways has properly considered suggested alternatives through design development and consultations, as is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2).	N/A

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	Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
95	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Consultation	The Consultation presented 7 key documents of which one, the PEIR, is 792 pages long with 36 Appendices and over 150 Figures. The scheme is extremely complicated and the 6-week consultation period is too short to enable the information to be assimilated with any rigour. National Highways was slow in responding to email questions and the web centric format is unfamiliar to many within a rural population. The face-to-face events were very limited in number and open times, and the complexity of the paper and online Questionnaires discouraged responses from individuals.	<p>National Highways has noted this feedback. A number of documents were made available in addition to the PEI Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included the consultation booklet, a non-technical summary of the PEI Report and the traffic technical note. These were provided to ensure that people could view and engage with as many of the materials as possible during the consultation period at different levels of expertise and / or interest.</p> <p>The statutory consultation period for this project lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. We believe that this has provided adequate time for people to get ready for the consultation and to provide their responses, this includes aligning any governance processes needed to accommodate it.</p> <p>We provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible. Hard copies of materials were available at 11 locations in the vicinity of the scheme.</p> <p>Additionally, contact details, including a freephone telephone number and email address were widely published should anyone need help finding specific documentation, place an order for a hard copy of materials, or to arrange a telephone surgery with the project team.</p> <p>Responses were provided for all correspondence during the consultation period and a holding response provided if time was required for National Highways to provide a more detailed technical response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to positively where possible.</p> <p>National Highways has undertaken a multi-stage approach to consultation and has engaged with parish councils throughout the development of the project. More than 900 responses to statutory consultation were received using the variety of response mechanisms that National Highways ensured were available, including the online questionnaire, email and freepost, demonstrating that consultation was accessible and that technical issues did not prevent respondents from providing their feedback.</p>	N/A
96	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council,	Principal Issues - Consultation	On issues of this scale most parishioner leave it to the Parish Council to represent their views. Besides the task of appraising the scheme Parish Councils have to draft a response, circulate and brief parishioners, and redraft until consensus is achieved. This takes time and the 6-week consultancy period is an unnecessary tight schedule. Furthermore, nowadays, most drafting is done in a Word editor. National Highways made this expected task difficult by not providing a Word based template.	The statutory consultation period for this scheme lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. We believe that this has provided adequate time for people to get ready for the consultation and to provide their responses, this includes aligning any governance processes needed to accommodate it. National Highways did not restrict respondents to use the questionnaire format.	N/A

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	Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		This response uses a manually produced copy of the Questionnaire format.		
97	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Consultation	The Statutory Consultation was a public relations exercise to elicit support for a scheme centred on delivering an Expressway. No evidence has been provided that an Expressway is the most appropriate standard to be applied. No comparison to a trunk road design standard has been published. Traffic analysis provided did not present the worse case scenario of peak holiday traffic thereby obscuring the inability of the scheme to resolve one of its major objectives. The public has not been provided with the information needed to make an informed opinion.	<p>We have modelled a specific traffic forecast scenario to represent peak holiday traffic. During peak holiday season congestion would generally increase more in a future situation without the A358 Taunton to Southfields Dualling Scheme because of the lack of available road capacity to accommodate the additional holiday traffic. This effect is captured in the value for money assessment for the scheme reported in the ComMA Report (Document Reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS1) intention to create a new Expressway corridor into the region but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>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>	N/A
98	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council,	Principal Issues - Design Failings	Much of thinking behind the scheme design has been remote, desk-top analysis and modelling by a design process that showed little empathy with the locality and the views of local residents and businesses. Moreover, Expressway ideology has gone against the underlying safety principle that a road network feeds traffic from minor roads onto major roads as quickly and efficiently as possible. The scheme ignores this principle and rather	<p>Design inputs are generally based on digital data and mapping information, supplemented by in person observation through site visits. Members of the project team, including traffic modelling specialists and highway designers, have conducted site visits by car and foot to evaluate conditions and constraints on the local road network and help inform their design and assessment work. This also includes consulting with local landowners.</p> <p>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to</p>	No

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	Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		than provide safe taper merge/diverge slip access to the A358 diverts traffic 2-3 miles along unclassified and C Class lanes and roads, and even through villages, to reach the two junctions providing access to the A358. Rural lanes and roads are not well maintained by Somerset Highways and with the increase traffic load placed on them by the scheme the situation will worsen. Furthermore, in winter the rural network is often slippery with leaves, mud and surface water, and the narrow lanes can be very dark, with overlying shadows. During seasonal work the network is busy with farm vehicles, which often follow a one way system for long distance haulage of crops. The scheme as designed will prevent this occurring exacerbating conflict between farm traffic and between other vehicles.	very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	
99	Community of Parishes: Beercombombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Design Failings	The A358 Technical Traffic Note provides some limited data on the performance of the scheme and within the local rural network. Although journey times are modelled to the second no similar precision is provided regarding the locations at which modelled journeys commence and finish. However, with the data available it is possible to assess that the average speed along the scheme is a modest 50mph in 2028 and 47mph in 2043. This is some way below the design speed of an Expressway and is caused by delays at and across the Taunton and Southfield roundabouts of 3 and 4 minutes in 2028 and 2043 respectively. As National Highways traffic models are constructed to reflect typical conditions on an average weekday the performance during the holiday season will be considerably worse.	National Highways responded to a request for information at statutory consultation and provided the exact start and end location of the journey times quoted in the A358 Technical Traffic Note. All junctions along the A358 corridor would operate within their practical capacity. National Highways has assessed junction performance both based on typical conditions during peak hours outside of the summer holiday season and also under summer peak conditions. Details of junction operation, including delays during peak hours, are reported in the ComMA Report (Document Reference 7.4).  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). 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
100	Community of Parishes: Beercombombe Parish Council, Stoke St Mary	Principal Issues - Design Failings	For this very modest performance that is far below RIS objectives local residents and businesses have been denied normal A303 type of access. The Sparkford to Ilchester scheme, that was recently approved by the Secretary of State for Transport, and part of the same	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. 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. National Highways are adopting the latest design standards for the A358 Taunton to Southfields	No



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	Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		RIS 1 programme, was designed to replicate A303 standards whilst following CD 109 requirements and does provide good access to the rural network. This is not the case for the A358. Moreover, the modelling of the local road network shows this lack of access increases traffic through Hatch Beauchamp by nearly 1,000 vehicles a day and through Ashill by 2,000+ vehicles a day. This traffic is funnelled in through local lanes and roads meaning residents, businesses, walkers, cyclist and horse riders will all be adversely impacted not only from the increased traffic but also from an increase in noise and vibration, often above NPSNN (National Policy Statement for National Networks) tolerance levels.	<p>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>Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.</p> <p>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p> <p>The forecast traffic model developed by National Highways indicates that there would be an increase in traffic through Ashill village as a result of the A358 scheme. The road through Ashill was the Old A358 before the Ashill bypass was built. It is of single carriageway standard and was originally designed to accommodate significantly higher traffic volumes than currently use it. Personal injury accident records do not highlight a safety issue in and around Ashill village. There have been no personal injury accidents along the Old A358 through Ashill since 2007, apart from at the junction with the A358 mainline which will be closed as part of the proposed A358 scheme. The A358 scheme will not lead to significant increases in overall trip mileage for journeys to and from communities local to the A358 corridor.</p> <p>Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.</p> <p>The scheme design has been amended in response to the feedback received at statutory consultation and this has reduced the amount of traffic that will pass through Hatch Beauchamp and Ashill villages compared to the scheme design presented at consultation. National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).</p>	
101	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish	Principal Issues - Design Failings	National Highways has provided no response to the question of why an Expressway design was chosen for the route, a decision that goes against its own route categorisation governance. No comparison analysis between a GD 300 Expressway and a CD 109 link trunk road has been undertaken. Consultation webinar questions elicited the admission that speed along the link would not be adversely impacted by a non-Expressway design. More profoundly was the admission that the Expressway ideology of a mile a minute travel could not be attained across the scheme because of the speed limitation of the Southfields, Nexus 25, and Junction 25 roundabouts.	<p>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.</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>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</p>	N/A

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	Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP			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.  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 appropriate 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. Journey time savings resulting from the scheme are forecast to be in the order of 5 to 8 minutes during peak hours, even without further grade separating M5 junction 25 or introducing grade separation at Southfields roundabout.	
102	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Design Failings	The Statutory Consultation exposes serious failings within this National Highways scheme. Unequivocally, governance does not permit the building of a 9-mile Expressway to link roundabouts. The proposed design is extravagant in land usage, unnecessarily cutting a great, environmentally damaging, swathe through a rural landscape at an unacceptable cost to the tax-payer. Except for the Henlade bypass the scheme gives very little back to the local community, adversely impacting their safety and wellbeing so that commuters and seasonal holiday travellers can speed to, and queue at, a roundabout before joining an already overloaded M5 or Ilminster bypass. The Henlade bypass and redesign of the two roundabouts should be completed before any consideration is given to dualling east of Thornfalcon. In that event, mitigation proposals given by local parishes, as an honest attempt to reconcile the adverse impact of the scheme, should be incorporated. It goes against all principles of governance that Community Mitigation Proposals are dismissed by exploiting compliance criteria within DMRB GD 300, whilst ignoring the non-compliance of National Highways' own scheme proposals. Governance requires National Highways to redesign the scheme as an All-purpose Trunk Road following CD109 Highways Link design criteria. Incorporating the proposed mitigation, this perfectly adequate specification, will provide a route usable to all travellers, local and distant.	CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.  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.  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.  National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
103	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish	Principal Issues - Design Failings	Highways England shows no empathy regarding the effect of the proposed design on the social fabric of the communities through which the road passes. Access to shops, fuel, surgeries, churches, village halls, recreation, leisure and social venues, is vital to the wellbeing of the local parish communities. Except for the clear benefits of a Henlade bypass, conclusions reporting the scheme benefits on local communities are weak and subjective (PEIR, 12.9.20, 12.9.83, Table 16-1), using phrases 'likely slight beneficial', 'considered to lead to slight beneficial effect', 'improving the perception of connectivity'. There is no detailed assessment of the problems the scheme will bring to local society as required by GG 104. GG 104 defines Other Parties as	The project design has been modified following the consultation process to incorporate some of the comments made by parish councils and members of the public in the consultation exercise in 2021. The revised design has been communicated to Parish Councils and the statutory bodies and formed the basis for the 2022 supplementary consultation exercise. The DCO application and supporting documents, such as the ES (Document Reference 6.2) has been based on the design resulting from consultation.  National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation, adopting GG104 principles. Further details on the process of developing mitigation	Yes

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	Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		people living or working adjacent to the road or using the local rural network affected by the scheme. GG 104 governance requirements arise from statutory legislation (Section 3(1), Health and Safety at Work etc. Act 1974) that mandates National Highways to reduce the risk to Other Parties to 'as low as is reasonably practical' (ALARP), a higher level of safety than required for actual road users. In spite of this statutory requirement National Highways has not mitigated the risks to Other Parties to an ALARP level. Neither has National Highways embedded design measures to avoid or reduce the adverse impact of noise and vibration as required by the NPSNN (NPSNN 5.195 and PEIR, Table 11.25). Overall, the scheme imposes adverse noise effects on 813 residential properties with only 324 benefiting. Disturbingly, National Highways can only anticipate that the scheme will lead to a slight beneficial effect on local human health. Illustrating the total lack of understanding of the locality, National Highways highlights the positive health outcome in North Curry and Stoke St Gregory, two villages well connected to the A378 some 3-5 miles distant, while ignoring the adverse impact on Hatch Beauchamp, Ashill, Broadway, Ilton and Horton, which adjoin the scheme.	measures on the local road network are included within the ComMA Report (Document Reference 7.4).	
104	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Governance	Following the Stage 2 decision to abandon the free-flowing grade separated junction with the M5 the scheme lost its ability to achieve Expressway status. However, the high level aspiration to build the first section of the 'A303 Expressway Corridor' materially weakened governance that should have directed National Highways towards an efficient, value for money design based on trunk road specification. The Preliminary Environmental Information Report (PEIR) and associated documents describes the scheme in its totality. Unfortunately the design does not address the real issue of the roundabouts at both ends of the link, which cause congestion and significantly reduces the average speed across the scheme. National Highways attempts to obscure this failure by not including the congestion at the roundabouts in the issues needed to be resolved nor within the road typology (PEIR, 1.2.9). Rather National Highways transfers blame for congestion onto the link between the roundabouts. Contrary to what National Highways implies about safety along the route the current A358 and surrounding area has an accident rate lower than the national averages (PEIR, 12.6.69/70), and east of Thornfalcon there is no evidence of traffic joining the A358 being the cause of congestion.	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.  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.  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 appropriate 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.  Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.  The information on accident rates in the PEI Report is based on data for the period 2010 to 2014. This analysis has been updated and included in the ComMA Report (Document Reference 7.4) using the most recent and appropriate data for 2015 to 2019 and this shows that the accident rate for the A358 is higher than the national average.	N/A
105	Community of Parishes: Beericrocombe	Principal Issues - Governance	National Highways avoids use of the word Expressway because of sensitivity of the costs associated with building a sub-category of a Motorway for an 9-mile link.	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	N/A

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	Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		Rather it describes the road as a high quality dual carriageway. As National Highways does not build low quality dual carriageways the description is meaningless and is used to obscure scrutiny. Because of their cost Expressways are rigorously governed by GD 300 standards, the title of which is General Principles & Scheme Governance, Requirements for new and upgraded trunk roads (Expressways). GD 300 is within a library named Design Manual for Road and Bridges (DMRB) and as the title suggests provides governance over National Highways design. GD 300 stipulates that the whole standard must be applied within an Expressway scheme. A key component of an Expressway is that all junctions are required to be at full-grade separation (GD 300, Table E/5.2), but the scheme fails this requirement as the link terminates at at-grade roundabouts, one even with traffic lights. In this situation GD 300 governance directs National Highways to categorise the scheme as an All-Purpose Trunk Road (GD 300, E/5.1) built according to CD 109 standards (Highway link design) with all other design requirements re-evaluated (GD 300, E/1.4). This governance related directive does not permit a departure from standards (GD 300, Table E/F.31) and is in place to ensure that schemes are efficient, provide value for money, and minimise the environmental impact, mandates placed upon National Highways by its Licence (Paragraphs 4.2d and g). If governance had been followed the scheme would have followed a simpler, cheaper design, evidenced within the 2019 Scheme Assessment Report (SAR) conclusion that the route could be simplified if Expressway standards were not applied (SAR, 7.1.8).	<p>first road investment strategy (RIS1) intention to create a new Expressway corridor into the region but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p> <p>The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</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). 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>	
106	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council,	Principal Issues - Governance	As National Highways will evade this issue it needs to be stressed that GG 101, General Principles & Scheme Governance, states the verb 'shall' is an explicit requirement placed on National Highways by DMRB governance and its Licence. The scheme encompasses three at-grade roundabouts, which means it fails the junction requirements of an Expressway as detailed in GD 300, E/5.2 and E/6.9, and therefore must be categorised as required by E/5.1. E/5.1 Highway links shall be designed in accordance with CD 109 (i.e. Table A.2). E/5.2 Expressways shall be designed in accordance with the requirements of Table E/5.2. (Table E/5.2 provided) An evaluation of the Preferred Route compatibility with GD 300 requirements, which came into effect in May 2019 just after the end of Stage 2, should have been undertaken at the commencement of Stage 3, at which point DMRB governance should have directed a decision to categorise the route as a D2AP road as described in	<p>DMRB GG101 confirms that requirements with the verb form "shall" can be varied through the use of departures or in limited situations as relaxations.</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>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>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.</p>	N/A

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	Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		Table A.2 and designed in accordance with CD 109. (Table A.2 dual carriageway roads provided)	<p>The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</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). 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>	
107	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Governance	A recent response to a consultation query (email response from NH to Mr Martin Hills dated 15/11/2021) demonstrates the ambiguities within National Highways' compliance with design principles and governance, a requirement placed on National Highways' Licence (5.28) and by GG 103, Sustainable Development and Design, (5.1 and Note). E/5.2 and Table E/5.2 are explicit that a junction at a major road intersection, i.e. the A358 Expressway and the M5, is to be a FULL grade separated junction, requiring free flowing merges and diverges. As this is not provided in the scheme National Highways defends the A358 Expressway standard by insisting Junction 25 is a grade separated terminal junction, ignoring the at-grade conflicts with other connections at the roundabout. Its own traffic analysis concludes that the roundabout and its traffic management introduce delays that totally undermine the high-performance promise of an Expressway standard. National Highways admits that both Nexus 25 and Southfields do not comply with Expressway standards but chooses to ignore E/5.1 and E/5.2 governance stating the standards that it is working to - Appendix E/F of GD 300 - are only advisory, quoting Clause E/F1.1. This is not the case as the Clause also directs the level of applicability to be followed in any design, and Table E/F.31 states that Table E/5.2 is applicable to Level 1 and 2 Expressways. The footnote to Table E/F.31 reinforces this point stating 'DG/E/5.2/1 [Level 1 & 2] The requirements in Table E/5.2 apply. If requirements in Table E/5.2 are not applied in accordance with this it prevents future compatibility with level 3 and 4 without further major interventions'. It is symptomatic of National Highways to cherry-pick what it does and does not	<p>M5 junction 25 is a full-grade separated junction (and the terminal junction of the proposed A358 scheme) as it has free flowing merges and diverges between the M5 and slip roads. Figure A.6 of CD 122 Appendix A (Examples of full grade separated junction layouts) provides an example of a "Roundabout - 2-bridge configuration" which represents the M5 junction 25 layout.</p> <p>The proposed arrangement of the upgraded M5 junction 25 would provide appropriate 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. With M5 junction 25 forecast to operate within its practical capacity any delays and queues that are reported at the junction in the ComMA Report (Document Reference 7.4) are associated with the normal build up and dissipation of queues as part of the signal cycle, with queues for a particular movement building up when traffic lights are red and being released when they are green.</p> <p>Traffic modelling indicates that journey time savings resulting from the scheme will be in the order of 5 to 8 minutes, which demonstrates that M5 junction 25 and Southfields roundabout in the configuration proposed as part of the A358 scheme design do not undermine the performance of the scheme as a high-quality dual carriageway or the scheme objectives.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</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). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but</p>	No

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			observe within the DMRB manuals. With regard to the Community of Parishes proposals we have been repeatedly told that several are not permitted due to non-compliance with Appendix E/F, which National Highways is now stating is only advisory. Within its response National Highways also describes the Expressway scheme as being future-proofed and compliant with anticipated future changes. With climate change measures already effecting national infrastructure projects across the UK, this claim is very questionable.	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.  Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  National Highways are continuing to gather environmental information that allows us to identify the potential impacts of the proposed scheme and develop measures to avoid or reduce them. This process is known as an Environmental Impact Assessment (EIA). The ES reflects the evolution of the design of the scheme and is submitted as part of our DCO application (Document Reference 6.2).	
108	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Governance	It is extraordinary that National Highways is proposing to build an Expressway, yet does not use the name itself in any documentation presented at the Statutory Consultation. National Highways only refers to GD 300 standards once, in Table 3.1 to record that the imposition of GD300 standards is the reason all current at-grade junctions along the A358 are to be closed. The fly-through video of the scheme has shocked local people by the extraordinary complexity of the carriageway and junctions, the excessive scale of the central reserve, the extravagance of the boundary and drainage system and the overall urbanisation of what is a country road. The build specification of an Expressway has clearly led to a large inflation of the cost of the scheme and its environmental impact. Compounded by the Stage 2 decision to abandon the free-flowing grade separated junction with the M5 the Benefit-to-Cost Ratio is now at the very low level of 1.2 (A358 Technical Traffic Note, 7.1.3). National Highways' insistence on building a high cost Expressway jeopardises the viability of the scheme.	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.  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.  The Benefit-to-Cost Ratio (BCR) is updated as the scheme design evolves. The BCR for the scheme has improved relative to the option selection stage, where a BCR of 1.21 was reported as part of the Preferred Route Announcement. There are several reasons for this, including changes made to the scheme design, but also changes in external influences such as the inclusion of upgrades along the A303 corridor which now have planning consent in our traffic forecasts, which results in more traffic travelling along the A358/A303 corridor. The latest BCR is reported in the ComMA Report (Document Reference 7.4).	N/A
109	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish	Principal Issues - Governance	As detailed in paragraph 4 above the decision to remove the Hatch Beauchamp junction and other slip road accesses from the scheme was to save money that was needed to finance the Expressway itself. This, National Highways has consistently refused to acknowledge. Rather it blames the imposition of Expressway/Motorway standards that do not permit connections to minor roads as detailed in GD 300 Table E/5.2 to obscure the real reason. However, such connections may be permitted (GD 300, E/6.7). Indeed, the approved Ashill junction is connected to three C-class roads so it is equally possible to approve a Hatch Beauchamp junction connecting	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.  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	No

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	Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		Staple Fitzpaine Road, Village Road, and Wood Road via service road, all C-Class roads, to the A358. Although local parishes disagree with the Expressway standard, all of their proposals for access has followed CD 122 grade separated taper merge/diverge slip road standards and hence are compatible to both an Expressway and an All-Purpose Trunk Road.	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.  Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.  Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  The note to GD 300 Clause E/6.7 clarifies that junctions required to support localised interaction can include major retail outlets, significant visitor attractions, major housing developments or transport hubs – such facilities are not present along the A358 corridor to justify the inclusion of additional junctions beyond those currently proposed at Mattock's Tree Green and Ashill.	
110	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Value for Money	In the value for money assessment the benefits of the scheme are compared to the costs of constructing it. Time saved by users of the A358 form a significant part of benefits, but the value for money assessment also covers other aspects such as road safety and environmental impacts (A358 Technical Traffic Note, 7).	National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.	N/A
111	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch	Principal Issues - Value for Money	Table 6-1 of the Technical Traffic Note reports time saved with the scheme is of 5 to 6 minutes for a typical average weekday journey (2.1.1). During seasonal holiday periods when traffic is considerably greater than average the time saved would be less because of the increased queue time at the terminal roundabouts. According to the executive level Independent Assurance Review a journey time savings of 6 minutes is unlikely to be of benefit to longer distance travellers, which places a	During the summer holiday period the time savings are comparable or better when compared to other times of year because congestion without the scheme in place would increase more than congestion with the scheme in place. This is because there will be less capacity on the road network to accommodate the higher traffic flows without the A358 scheme in place. The projected scale of time saving over a 14km distance is considerable and there are few major highway schemes that would achieve journey time savings significantly in excess of this level. The monetary benefit associated with the forecast time savings are captured in the economic appraisal, which indicates that benefits of the scheme outweigh its costs and the time savings are a key contributor to this.	N/A



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	Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		damming assessment on the time saving benefits of the scheme. Regarding safety, National Highways own statistics proves the current A358 and surrounding area has an accident rate lower than the national averages (PEIR, 12.6.69), and with the exception of the Henlade bypass the environmental impact of the scheme is wholly negative.	Analysis of accident data from 2015-2019 shows that the A358 corridor is less safe compared to the national average. Single carriageway roads are inherently less safe than dual carriageways because dual carriageways significantly reduce the likelihood of head on collisions and collisions related to turning movements at junctions. The creation of a dual carriageway along the A358 will bring significant accident savings that will reduce the number of killed and seriously injured casualties. Details of the accident analysis are given in the ComMA Report (Document Reference 7.4).  ES Chapter 12 Population and human health (Document Reference 6.2) has undertaken an impartial and professional assessment according to DMRB LA112.	
112	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch, Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	Principal Issues - Value for Money	It is therefore not surprising that the Benefit-to-Cost ratio of the scheme is at the very low value of 1.2. Knowing the cost of meeting the Expressway aspiration is very large, it appears irrational not to have developed a cheaper, simpler non-Expressway alternative design.	The Benefit-to-Cost Ratio (BCR) is updated as the scheme design evolves. The BCR for the scheme has improved relative to the option selection stage, where a BCR of 1.21 was reported as part of the Preferred Route Announcement. There are several reasons for this, including changes made to the scheme design, but also changes in external influences such as the inclusion of upgrades along the A303 corridor which now have planning consent in our traffic forecasts, which results in more traffic travelling along the A358/A303 corridor. The latest BCR is reported in the ComMA Report (Document Reference 7.4).	N/A
113	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council,	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? To summarise,	The Community of Parishes propose that the existing roads and junction at Stewley Cross remain, and become the eastern extent of the service road. Slip road access from the westbound carriageway onto the service road should be provided at this point. This would enable local traffic from Ilminster heading for Kenny, Wood Road,	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	No



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	West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	they would allow the existing road to be converted to a local route, connecting to the new Village Road bridge and providing connectivity between Ashill and Hatch Beauchamp, keeping access to properties along this route.	Folly Drove, Meadow View, Staple Fitzpaine Road, Bickenhall Lane and Hatch Beauchamp to bypass Ashill village. This proposal provides a very important part of an ALARP solution to this section of the scheme.	Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.	
114	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? To summarise, they would allow the existing road to be converted to a local route, connecting to the new Village Road bridge and providing connectivity between Ashill and Hatch Beauchamp, keeping access to properties along this route.	Without the slip road access at Hatch Beauchamp Village Road South and on the western and eastern ends of an extended service road it is estimated that some 2000+ vehicles a day will be diverted through Ashill village to reach the junction on its eastern boundary. National Highways must acknowledge that this traffic increase poses a severe safety risk on residents. Although ALARP level mitigation is a mandatory requirement, no mitigation at all has been incorporated. The proposed Stewley Link is inconsequential in reducing this traffic. With numerous residential developments within Ashill already approved the risks to safety and general well-being will grow from National Highways' under estimated baseline. All the advantages provided to the village by the building of the Ashill bypass will be taken away, negatively changing the whole character of the village.	<p>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p> <p>The forecast traffic model developed by National Highways indicates that there would be an increase in traffic through Ashill village as a result of the A358 scheme. The road through Ashill was the Old A358 before the Ashill bypass was built. It is of single carriageway standard and was originally designed to accommodate significantly higher traffic volumes than currently use it. Personal injury accident records do not highlight a safety issue in and around Ashill village. There have been no personal injury accidents along the Old A358 through Ashill since 2007, apart from at the junction with the A358 mainline which will be closed as part of the proposed A358 scheme. The A358 scheme will not lead to significant increases in overall trip mileage for journeys to and from communities local to the A358 corridor.</p> <p>Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.</p> <p>National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).</p>	No

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115	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	As explained in Figure 10-1, A358 Technical Traffic Note, traffic from Staple Fitzpaine, Curland, New Town and Bickenhall areas wanting to go towards Taunton will have to use this new Bickenhall Lane bridge enroute to and from Mattock's Tree Green junction. Without the scheme most of this traffic would enter or leave the A358 south of Hatch Beauchamp, bypassing the village. With the scheme this traffic will be diverted into Hatch Beauchamp through Bickenhall Lane East, shown in the Google Streetscene below, a narrow single-track lane. At the junction with Village Road this traffic would turn left and drive through the centre of the village, passing the village green, a children's play park and a large residential and nursing care home. Similarly, Hatch Beauchamp residents who live on the southern side of the village and who would, without the scheme, use Bickenhall Lane East and Village Road South to access the A358 will, with the scheme, be diverted north through the village centre to access the A358 at Mattock's Tree Green junction. The reverse would occur in traffic travelling from Mattock's Tree Green junction. There would be no compensating reduction in traffic through Hatch Beauchamp from the Curry Mallet and Beercrocombe area as their routing remains the same without and with the scheme. The overall impact of not providing access to the A358 south of the village, estimated from SAR traffic data, will be 800-900 more vehicles a day passing through the centre of Hatch Beauchamp. (3 images provided)	Following the feedback received at statutory consultation the scheme design has been amended. Bickenhall Lane overbridge will now no longer be open to motorised vehicles. Instead, only local landholders and non-motorised users will be permitted to use the bridge.	Yes
116	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users?	National Highways uses prescribed modelling to forecast the impact of the scheme on local traffic. From consultation discussions it is clear that the large number of variables that include traffic flow rates, traffic types (ranging from HGV, large and often very dirty farm machinery through to residential cars and WCH), destinations, road/lane capacity, seasonal farm traffic, driver preferences and behaviour, road/lane maintenance standards, impact of weather and seasons, etc. makes predicting the impact of the scheme particularly challenging. However, in spite of the logic presented in (1) above, National Highways insists the impact of the scheme on Hatch Beauchamp village will be negligible.	The scheme design has been amended following the feedback received at statutory consultation. Bickenhall Lane overbridge will now be closed to the general public travelling by motorised vehicles but will remain open for local landholders and non-motorised users. While the impact on traffic through Hatch Beauchamp is forecast to have no notable impact even with Bickenhall Lane overbridge open to motorised vehicles, this design change will further reduce the potential for additional traffic passing through Hatch Beauchamp as a result of the scheme.	Yes

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	base their Response on CoP				
117	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	Local parishes voiced their concerns at the lack of access to the scheme south of Hatch Beauchamp throughout the consultations that took place in 2019 and during 2021. Indeed the 2019 SAR included the requirement for a junction south of Hatch Beauchamp (Section 3e)(1) refers) but it was removed without any published analysis following a Highways' England Executive cost cutting exercise (Obtained through FOI/2578. Full SGAR 2_Redacted - End of Stage Report - 2019.05.24) that decided the scheme would proceed without any 'extras' like the Hatch Beauchamp junction. The Community of Parishes has continued to present proposals to mitigate the adverse impact of the scheme within this section.	National Highways considers the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.  Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	No
118	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council,	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	The first assumed the Bickenhall overbridge was not present. As Bickenhall Lane is a busy local route favoured by farm traffic and lorries, the lane needs to be kept open by extending the planned service road from Ashill to Hatch Beauchamp overbridge to Bickenhall Lane. A CD 122 Layout A Option 1 taper merge slip road access should be provided onto the westbound carriageway at the western end of this extended service road.  Offset savings will be made by not requiring suitability assessments of the diversionary routes proposed and the improvements that would be required on these routes to make them acceptable. An example of this type of junction is at the A356/Ringwell Hill/A303 connection at Bower Hinton. National Highways objects to this proposal on cost grounds, the interest of other stakeholders and the impact on Bickenhall Wood. The latter experiences an adverse impact from the Expressway itself (PEIR, Table 16-1), so moving the carriageway slightly to accommodate a slip road could bring overall benefit to the wood. (Diagrams provided)	National Highways acknowledges that Bickenhall Wood is an ancient woodland and hosts a number of nationally protected species such as bats. The ES includes quantification of the area at Bickenhall Wood impacted by the scheme (Document Reference 6.2)  The scheme alignment has been designed to avoid this woodland and other ancient woodlands across the scheme. Bickenhall Lane overbridge has been relocated approximately 165m south of the ancient woodland so as to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane overbridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the ES. Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the ES Appendix 7.3 Tree Survey and Arboricultural Impact Assessment (Document Reference 6.4).  Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	Yes

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
119	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	The second proposal assumed the bridge is built. In this case the western end of the service road should terminate at the existing Staple Fitzpaine junction, from which point a CD 122 Layout A Option 1 taper merge slip road should be provided onto the westbound carriageway. The service road with this on-slip enables traffic from Kenny, Wood Road, Folly Drove, Meadow View, Staple Fitzpaine Road and Hatch Beauchamp Village Road to efficiently access the westbound carriageway. Highways England's 2017 traffic data indicated some 2500 vehicles accessed the existing A358 from roads leading into the scheme's service road. This local traffic, which will continue to grow, must retain access to the new A358 rather than the scheme route via Hatch Beauchamp to Mattock's Tree Green junction and Ashill to Ashill junction. (Diagram provided)	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.	No
120	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	As the community of local parishes recommended this connection it is strongly supported.	National Highways acknowledges the general support received in relation to the design proposals.	N/A

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
121	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	As the community of local parishes recommended this connection it is strongly supported.	National Highways acknowledges the general support received in relation to the design proposals.	N/A
122	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council,	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358?	The Stewley Link will have an inconsequential impact on the traffic through Ashill. Although the link would bring benefits to WCH users it will exacerbate severance of the Ashill parish and create difficulties for farmers working land both sides of the A358. Furthermore, the land required for the link is considerable, making at least one farmer's enterprise uncommercial. There is, therefore, a strong case for an overbridge at Kenny as proposed as part of the Preferred Route in the 2019 SAR.	The proposed Stewley link road will allow traffic from Stewley to access Ashill village via the proposed overbridge at the Ashill junction. The amount of traffic that would use Kenny overbridge would not justify its inclusion in the scheme design, given that there will be overbridges at Village Road and at the Ashill junction that will allow traffic to cross over the A358.  Following statutory consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
123	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	Support for this proposal is qualified.	National Highways acknowledges the general support received in relation to the design proposals.	N/A
124	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council,	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	Broadway's current direct connection to the A358 is important to the village, not just as a means for villagers to travel for work, leisure and health reasons to local or more distant destinations, but for residents in the wider area, notably in Ilminster and to the east, to reach the services Broadway provides. These include the over 2,000 people registered with Broadway's Church View Medical Centre who live outside the parish, mainly in or near Ilminster, or the families of children attending Neroche Primary School who travel to the village during term time. The community objective from the outset has been to ensure that these important flows in and out of the village via Broadway Street are neither discouraged nor diverted to local roads in the village or via other communities in the area, like Horton and Ashill.	The scheme will retain connectivity via the proposed Broadway Street link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction. The connection to Broadway Street via Suggs Lane will be unaffected by the scheme.	N/A

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
125	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective. Accordingly, there is support for National Highways' proposals for Broadway Street in this respect. However, National Highways' plans fail to provide direct access to Broadway off the A358 for eastbound traffic. Such traffic would have to use the less convenient Ashill junction, involving an unrealistic additional 3.2 miles for a round trip from Southfields roundabout, twice the distance compared to the Suggs Lane route. There is significant local concern that those wishing to reach Broadway for medical, educational, social or employment purposes may be discouraged from doing so or would use the shorter route via Suggs Lane, which is totally unsuitable for increased levels of traffic.	Traffic forecasts indicate that there would be no perceivable level of change in traffic volumes along Suggs Lane as a result of the scheme.	No
126	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council,	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street. National Highways' refusal to agree to this access is justified through its adoption of the GD300, Expressway standard, for the whole route. To date, no explanation has been provided as to why adoption of this standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Ilchester section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway Street.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.  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	No

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	Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP			<p>traffic to join the strategic network in a safe way via a limited number of junctions. 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>Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.</p>	
127	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The path for walkers, cyclists and horse riders proposed between Broadway Street and Horton Cross via the abandoned A358 is strongly supported.	Responding to the consultation feedback, a new overbridge at Jordans Farm would replace the previously proposed route under the A358 through Ding bridge and strengthen the off-road network in this location. It would connect the Old A358 at Horton Cross, Broadway Street and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
128	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing	The spur off the northern roundabout to Henlade is considered unwarranted and local traffic to and from Henlade should flow via the existing Thornfalcon junction modified as required to provide the necessary connections to the A358. This would discourage a rat-run developing through Henlade and Creech St Michael. It would also reduce costs and reduce the impact the junction will have on the local landscape, including light pollution, particularly from the west. Parishes have similar concerns about a rat-run developing through Stoke St	The design of the Mattock's Tree Green junction has been revisited following feedback received at public consultation. Having two junctions (a signalised crossroads and the northern dumbbell roundabout that would link to the slip roads onto the new A358) in close proximity to each other could lead to operational issues with queues associated with the two junctions potentially impacting on the operation of the adjacent junction. To avoid this issue the preference is for a single junction in this location and so the proposed link to Village Road (Hatch Beauchamp) now connects directly into the roundabout.	Yes



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	Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	A358, the A378 Langport Road and Ash Road?	Mary, so any final design must mitigate against this outcome by restricting traffic along Ash Road. Although National Highways has recently concluded the proposal to retain the existing Thornfalcon junction would result in a junction that performs less well in both highway safety and traffic management terms we believe there is a strong case for reviewing the Mattock's Tree Green junction as a whole. In its conclusion National Highways did note that potential refinements were possible following the outcome of the statutory consultation.		
129	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	The current route of the A358 (West) presents 2 significant problems for motorists. These are the congestion, pollution and safety issues at Henlade and the regular congestion experienced at Southfields roundabout. National Highways' proposals provide a solution to the first of these, but will make the second worse. In the process they also ignore at Southfields roundabout the engineering design standards they are imposing elsewhere along the route.	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). 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.  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) exit, a three-lane approach from the A303 (East) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.	N/A
130	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch	To what extent do you agree or disagree with our proposals for Southfields roundabout?	Presently at Southfields roundabout, traffic on the A303 (East) Ilminster bypass travelling to Devon and Cornwall passes in front of the B3168 (Ilminster) before taking the A303 (West) towards Honiton. With this arrangement and with current levels of traffic, there is already congestion at peak and other times on all 5 approach legs of the roundabout. National Highways' proposal is to re-route	Operational modelling of Southfields roundabout indicates that the junction, including its approach arms from the B3168, A303(West) and A358(South), will operate within the junction's practical capacity. This means that drivers negotiating the roundabout would not experience increased congestion at the roundabout compared to without our scheme in place.  The A303/A30 route through the Blackdown Hills will remain a possible route that can be	N/A

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	Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		the westbound A303 traffic around the roundabout towards Taunton and so across in front of 3 approach legs. In the process, and for the only time since the M3, this takes such traffic away from the geographically shortest route on the national highway network to Honiton and the South West. The result of this, combined with the major increases in traffic National Highways predict by the 2043 design year and the creation of 3 circulatory lanes rather than the present 2, will be to make traversing the roundabout more challenging for vehicles emerging from the B3168 (Ilminster), the A303 (West) and the A358 (South). That will result in increased congestion, particularly on the B3168 (Ilminster) and the A358 (South) approach legs. It also provides westbound A303 traffic with the opportunity to take the logical, shorter and presumably in future less busy A303 (West) route, defeating one of the purposes of the A358 improvement.	chosen by drivers travelling to and from the South West peninsula. The case for the A358 scheme does not rely on all strategic traffic travelling along the A303 corridor to switch from the A303/A30 route through the Blackdown Hills to the new A358. The scheme will provide network resilience, particularly during the summer peak period, when the A303/A30 route can become very congested.	
131	Community of Parishes: Beericrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	Nor will the provision of a segregated left turn lane off the A358 (West) approach to the roundabout significantly improve matters. The diversion of traffic from the South West peninsular heading to the A303 (East) via junction 25 of the M5, coupled with the increases in traffic predicted by National Highways, will substantially increase the number of vehicles approaching the roundabout. This, with the shortness of the segregated lefthand turn lane as it leaves the A358 (West) and joins the A303 (East) and the sharpness of the curve in the segregated lane, will cause congestion on that lane, potentially spilling back onto the A358 (West).	Our operational modelling of Southfields roundabout indicates that traffic would be able to freely access the segregated left turn lane from the A358 (North) to the A303 (East). Queueing from the 2 lanes that approach Southfields roundabout from the A358 (North) would not extend back to where the segregated left turn lane starts, even during peak hours.	N/A
132	Community of Parishes: Beericrocombe Parish Council,	To what extent do you agree or disagree with	The answer to these problems is to build a grade-separated junction at Southfields, separating long-distance from local traffic by providing a seamless connection between the A303 (East) and 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	No

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	Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	our proposals for Southfields roundabout?	(West). Minimal changes would then be required to the roundabout and westbound traffic would be more easily encouraged to the M5 rather than the A303 (South). The Highways Agency has already proposed such an arrangement in 2007, as the graphic below shows: (Diagram provided)	<p>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). 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 section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).</p>	
133	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	National Highways' refusal to agree to this not only condemns local communities in the area to even more congestion at the roundabout, but it also encourages rat-running along local roads for the foreseeable future. This has implications not considered by National Highways for communities like Donyatt and Sea. Significantly, as already explained in the answer to Question 1a, it also ignores the standards enshrined in GD300, which National Highways is imposing elsewhere on the route. National Highways' decision to build the route as a Level 2 Expressway requires junctions at either end to be grade-separated, as stated in E/6.9 of GD300. At Southfields, National Highways will not be meeting their own obligatory standards. In the absence of either justification or explanation, National Highways should revert to the grade-separated junction at Southfields for which plans already exist and for which local support is forthcoming.	<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). 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 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. 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) exit, a three-lane approach from the A303 (East) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>The section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made</p>	No

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				safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).	
134	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	Instead of the limited changes proposed by National Highways at the roundabout, all the following design changes to the roundabout are essential were a grade-separated junction not to be provided.	National Highways acknowledges the comment raised.	N/A
135	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish	To what extent do you agree or disagree with our proposals for Southfields roundabout?	A358 (West) traffic approaching the roundabout As a strategic route in the national road network, it is anticipated that a high proportion of the traffic heading towards Southfields roundabout from the Taunton/M5 direction would use the proposed segregated left turn lane to head east onto the A303 (East) Ilminster bypass. Considering the speed reduction and consequent reduced traffic flow caused by the acuteness of the segregated lane curve at the roundabout, the following measures would help to alleviate the possibility of tailbacks on the dual carriageway: <ul style="list-style-type: none"> <li>• The addition of a significant length of auxiliary lane (similar to that shown in CD 122 Figure 3.30b Layout A option 2 - Single Lane auxiliary diverge) rather than the taper diverge currently proposed;</li> <li>• The introduction of speed reduction measures for traffic approaching both the segregated left turn lane and the A358 approach to the roundabout;</li> <li>• The introduction of real-time congestion warning signage.</li> </ul>	The layout of the segregated left turn lane has been designed in accordance with appropriate standards within DMRB and traffic modelling of Southfields roundabout shows that still operates satisfactorily in the scheme design 15 years after scheme opening. National Highways therefore does not consider there to be a need to introduce an auxiliary lane and diverge from the A358 earlier than proposed.	No

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	Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
136	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	A303 (East) Ilminster bypass traffic leaving the roundabout For the same strategic reasons as mentioned above, a substantial length of parallel merge lane at the end of the segregated left turn lane should be introduced so that east-bound vehicles exiting Southfields roundabout itself can merge with the potentially dominant segregated left turn lane traffic up to and past the first right hand curve of the eastbound A303.	National Highways has amended the scheme design in response to comments received at statutory consultation to lengthen the parallel merge lane at the end of the segregated left turn lane in order to aid with merging manoeuvres onto the eastbound A303.	Yes
137	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council,	To what extent do you agree or disagree with our proposals for Southfields roundabout?	A303 (East) Ilminster bypass traffic approaching the roundabout The proposed third approach lane at the roundabout would reintroduce the failed and subsequently amended original design of the roundabout. Additional speed reduction, improved signage and other safety measures should be implemented if this third approach lane were nonetheless to be implemented.	The proposed signage and road markings comply with DMRB standards while taking into consideration public consultation input.	Yes

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
138	Community of Parishes: Beercombcombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	A358 (South) traffic approaching the roundabout The proposed third approach lane should be converted into a segregated left turn lane so that all traffic joining the A358 (West) from Horton Cross can merge rather than giving way at the roundabout. National Highways should address the impact of a third lane on the safety of vehicles leaving and entering the services off the A358 (South) at this point.	Operational modelling of Southfields roundabout indicates that the junction will operate within its practical capacity. Although not required to increase capacity at the roundabout the possibility of including a segregated left turn lane from the A358 (West) approach from Horton Cross has been examined. This has shown that it would not be possible to incorporate a segregated left turn lane in this location due to spatial constraints as the land boundary of Ilminster services leaves only a narrow strip of land that is within the existing highway boundary. This would be insufficient to allow inclusion of a segregated left turn lane that is compliant with DMRB design standards.  The capacity for traffic approaching Southfields roundabout from the A358 (West) approach has however been enhanced by other means since statutory consultation. The design for the approach has been widened from just west of the Ilminster services junction from 1 to 2 lanes. This means that the 3 lanes at the give way line for Southfields roundabout will now be more effectively fed by 2 lanes of traffic rather than 1 lane.	Yes
139	Community of Parishes: Beercombcombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council,	To what extent do you agree or disagree with our proposals for Southfields roundabout?	Additional proposals at the roundabout There is already significant congestion at peak times and other times on each of the approach legs to the roundabout. No significant physical change to the roundabout itself is proposed. However, the proposed creation of a third circulatory lane on parts of the roundabout would mean that traffic seeking to enter the roundabout from the B3168 (Ilminster) and A358 (South) approach legs would have to cross in front of 3 lanes of traffic rather than the current 2. This would create a significantly more challenging traverse of the roundabout for local vehicles than is currently the case with a lower volume of traffic than National Highways project for the future. To cope with this, the following additional measures are needed at the roundabout. • The permitted speed on the roundabout should be	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) exit, a three-lane approach from the A303 (East) approach, a three lane approach from the A358 (West), which also incorporates a signalised junction with Ilminster Services, and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.  The existing 40 mph speed limits at existing roundabouts on the A303 would have been installed due to site specific reasons at those locations. A 40 mph speed limit has not been considered as part of the preliminary design but further liaison with the maintaining organisation will be held during future design stages to seek ongoing feedback on the current performance of the roundabout and its existing speed limit.	No

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	Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		reduced from the current national speed limit to 40 mph, as is the case of the 40 mph limits at the South Petherton and Amesbury roundabouts on the A303. <ul style="list-style-type: none"> <li>In order to give traffic from lower priority roads, namely the B3168 (Ilminster), the A303 (West) and the A358 (South), a safer and fairer opportunity to use the roundabout, traffic signals (either full-time or part-time) should be installed, as is already the case at Amesbury and Podimore roundabouts on the A303.</li> <li>Subject to the implementation of the first 2 proposals for the roundabout, the vertical profile of its central island comprising banks and foliage should be lowered so that traffic joining the roundabout has better visibility and consequently longer decision times, compensating to some extent for the increased volume of traffic from the A303 (East) joining the A358 (West) to Taunton/M5.</li> </ul>	Traffic signals are not considered to be an appropriate intervention due to the limited space on the roundabout circulatory carriageway between arms for vehicles to wait.  Existing vegetation on the circulatory carriageway would be maintained to ensure appropriate circulatory visibility.	
140	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Southfields roundabout?	To address a fundamental flaw in the scheme proposals, the opportunity should be taken to provide a grade-separated junction at Southfields, permitting A358 (West) and A303 (East) through-traffic to be separated from local traffic. Without this, the aim of reduced and consistent travel times will not be achieved, even if the design changes proposed above were to be implemented.	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). 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.  The section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).	No
141	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council,	To what extent do you agree or disagree with our proposals for the Ashill junction?	The junction is unnecessarily complicated taking up a large footprint and adversely impacting on the local environment. The route should be built as a trunk road link, with governing DMRB documents CD 109, CD 122, CD 123 and CD 116. Indeed, the 2019 SAR concluded that the route could be simplified if Expressway standards were not applied (SAR, 7.1.8). The 2007 Highways Agency design, shown below, indicates that if the Expressway ideology is dropped a simpler route and	The DMRB standards listed (CD 109, CD 122, CD 123 and CD 116) have been applied for the design of the mainline and junctions.  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	No

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	Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		junction layout could be built. (Diagrams provided)	nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.  The proposed junction at Ashill comprise of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.  As part of the development of the scheme design and environmental mitigation, National Highways has sought to minimise land-take wherever possible.	
142	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	Local residents welcome the adoption of the community proposal to site the Hatch Beauchamp overbridge about 250m Northwest.	National Highways acknowledges the general support received in relation to the design proposals.	N/A
143	Community of Parishes: Beercombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council,	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	The existing Village Road from Hatch Beauchamp needs to be connected to the eastbound carriageway via on-off slip roads. These slip accesses are required to significantly reduce the need for local traffic to drive through Hatch Beauchamp and Ashill villages, so providing an acceptable ALARP solution as mandated by GG 104, Scheme Governance, Requirements for Safety Risk Assessment. Figure A.4, CD 122, Design of Grade	The Community of Parishes have provided a diagrammatic layout of their suggested junction / slip road arrangement, however a layout in accordance with Figure A.4 of CD 122 would require more landtake and have greater impacts than is suggested by the layout provided.  Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these	No



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	Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP		Separated Junctions, gives a generic layout of a grade separated half-cloverleaf junction, which the community proposal follows. The proposal also minimises land usage and with the slip roads located close to existing junctions their impact on local residents would be minimal. Understandably, without a fully developed design some residents have expressed concern about the impact of the slip roads, combined with the overbridge and possible Capland link. Good design and extended village speed limit would remove those concerns.	benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	
144	Community of Parishes: Beercombombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	National Highways dismisses these proposals for very weak, ideological reasons. Irrationally it uses GD 300 as the governing document to dismiss a community proposal that is in accordance with CD 122 standards, whilst ignoring the fact GD 300 prohibits the at-grade priority junctions at Southfields, Nexus 25 and Junction 25 roundabouts.	<p>The Community of Parishes have provided a diagrammatic layout of their suggested junction / slip road arrangement, however a layout in accordance with Figure A.4 of CD 122 would require more landtake and have greater impacts than is suggested by the layout provided.</p> <p>Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.</p> <p>The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</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). 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</p>	No

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				programme remain uncommitted, with no guarantee they will be taken forward into construction.	
145	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout?	The objective to enhance the facilities for WCH is fully supported.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained.	N/A
146	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council,	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout?	Should the Capland link not be built, the alternative scheme proposal to provide a bridleway connecting Village Road South to Capland Lane should be expanded to include a cycle path. This would open up an alternative cycling option from Village Road to Ashill junction.	Capland link is now part of the scheme as an outcome of the statutory consultation feedback.	Yes

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	Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
147	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout?	National Highways reports that there is one large adverse impact to a bridleway where the route will be stopped up, with a further 15 routes experiencing moderate adverse effects as a result of longer journey times as a result of permanent diversions. This conclusion means the scheme fails the GD 300 requirement that WCH facilities should be at least as good as they were and that WCHs should not be disadvantaged by the building of an Expressway (GD 300, E/3.10.1 and E/3.10.3). It also means the scheme fails one of its primary objectives.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals for walking, cycling and horse-riding as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the PRow Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).  Longer journey times because of diversions or stopping up may lead to adverse environmental impacts, if people use less sustainable modes of travel. However, the GD 300 objective, that facilities should be at least as good as they were by the removal of severance and unlocking of latent demand, has been met.	N/A
148	Community of Parishes: Beercrocombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout?	The proposed upgrades to M5 junction 25 and the Nexus roundabouts do not remove the congestion and delays experienced at these junctions, which will remain at-grade priority/traffic light controlled.	Both M5 junction 25 and the Nexus 25 junction are forecast to operate within their practical capacity during peak hours in the design year of the scheme (year 2046, 15 years after scheme opening). This means that drivers will on average get through the signals on the first occasion that they turn green once they arrive at those junctions and therefore delays at both locations will just be related to a typical signal cycle and will hence be relatively small.	N/A

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	Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP				
149	Community of Parishes: Beercombcombe Parish Council, Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council. Ilminster Town Council will base their Response on CoP	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout?	Modelling of the performance of the roundabouts presented at the Consultation uses average daily traffic flows, not the high traffic flows experienced during holiday periods. Modelling predicts queuing will occur at the roundabouts even at these average traffic flows and consequently longer queues than reported in the Consultation documents will remain on the new A358 during holiday periods (Webinar, 4/11/21).	Operational modelling of junctions is based on peak hour flows during a 'neutral month' - a typical month of the year outside of the peak holiday season - though sensitivity tests have also been undertaken to assess the performance of junction under summer peak conditions. Our junction modelling confirms that all junctions along the scheme will operate within their practical capacity meaning that all traffic that arrives at the junctions during peak hours is able to pass through the junctions and therefore there would be no gradual build-up of overcapacity queues at these junctions throughout peak hours. Any queuing and delays reported as part of the junction modelling are associated with traffic arriving when the signals are red and waiting for the next instance of the signals turning green.	N/A
150	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	We support initiatives to improve conditions for walkers, cyclists, horse riders and disabled users. We ask that the proposals are kept open for review should it become possible to repurpose parts of the existing A358 as a more direct local movement corridor. We do not dismiss the idea of quiet lanes and roads for leisure use, but also suggest that faster dedicated routes could be beneficial for achieving mode shift for commuting and more regular journeys.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	N/A
151	Creech St Michael Parish Council	Do you have any other comments about our plans for Section 1: M5	We have strong reservations regards the proposals for a new connection at Mattock's Tree Junction to the existing A358. Our concerns are that this new spur will work against the efforts to change travel behaviour and make	The fastest and most direct route between M5 junction 25 and Mattock's Tree Green junction will be along the new A358 that bypasses Henlade. A connection from Mattock's	N/A

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		junction 25 to Mattock's Tree Green junction?	the Junction 25/Nexus roundabout the relatively more attractive access point to the A358.  Please refer to Question 2a for our detailed response on this part of Section 1.	Tree Green junction to the existing A358 is required to allow for local traffic movements and connectivity.	
152	Creech St Michael Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	We have no comments on the PEI Report but would ask that there is more commitment in the proposals submitted for DCO approval to the use of contemporaneous environmental standards and technologies at both construction and operation stages.	National Highways acknowledges this comment.	N/A
153	Creech St Michael Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	Advances in smart technology and materials should be used as the scheme is built and maintained to ensure that National Highways (NH) are taking full advantage of opportunities to maximise the long-term benefits from the scheme. This could extend to innovation programmes and hackathon initiatives with start-ups, tech innovators and education institutions in the South West.	National Highways is committed to reviewing and adopting innovative solutions, trialling and utilising new materials and methodology within the delivery of its schemes where appropriate.	N/A
154	Creech St Michael Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	We would expect that the environmental standards which the scheme is required to meet during construction and operation are also regularly reviewed and escalated in line with new primary and secondary legislation. We recognise that this would be at the pre-commencement stages of construction and then at fixed intervals once the scheme is operational. We expect that NH will prepare guidelines for how such a review would operate relative to the parameters and performance of the scheme against current environmental standards.	National Highways constantly review the implications of new and emerging primary and secondary legislation, including those related to environment, and how and when these will affect the assets they are constructing or managing (i.e. during construction and operation). National Highways define actions that apply either to construction (to their contractors delivering the scheme) or to their in-house operations/asset management team. In addition, National Highways will incorporate any changes into their standard documents (for example DMRB) and incorporate them into new schemes progressing within the RIS programme. No specific guidance will be produced for the A358 as such changes in legislation will affect all of the National Highways assets in their portfolio.	N/A
155	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Stoke Road is an important local route for residents from Creech St Michael to access Henlade, Stoke St Mary and Haydon. Crossing the junction on the existing A358 at Lipe Lane and Stoke Road is currently very unsatisfactory with long wait times, but also potentially hazardous junction manoeuvres in order to edge into the traffic.  The new bridge over the A358 at Stoke Road will ensure that this situation is not replicated in relation to the new A358. We also see consequential benefits for walking and cycling to be able to cross the new road.	The existing A358 would carry significantly less traffic with the scheme in place. Turning manoeuvres at the A358/Stoke Road junction would be easier and less hazardous, and it would be easier for walkers and cyclists to cross the road.	N/A
156	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We have strong reservations regards the proposals for a new connection at Mattock's Tree Junction to the existing A358. Our concerns are that this new spur will work against the efforts to change travel behaviour and make the Junction 25/Nexus roundabout the relatively more attractive access point to the A358.	The fastest and most direct route between M5 junction 25 and Mattock's Tree Green junction will be along the new A358 that bypasses Henlade. A connection from Mattock's Tree Green junction to the existing A358 is required to allow for local traffic movements and connectivity.	N/A

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157	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We are concerned that the spur and the ease of access this provides to roundabout north and priority across the roundabout to the slip road to the eastbound new A358 dual carriageway, will prove too enticing for drivers. We have seen increases in traffic using the local roads in Creech St Michael and Ham as cut-throughs and shortcuts which are mainly found when there is an incident on the major route or it is closed for improvement. It is reasonable to assume that a proportion of these adapted journeys continue long-term, despite efforts to change behaviours back to the direct route or access point.	As the northern roundabout forms part of the Mattock's Tree Green junction, the function of which is to provide access to and from the A358 dual carriageway, there needs to be a good connection to the local road network and the slip roads at this location. The A358 will encourage traffic between the A358 and areas such as Monkton Heathfield to stay on the dual carriageway and use the route via M5 junction 25 instead of exiting or joining the dual carriageway at the Mattock's Tree Green junction.	N/A
158	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We understand that National Highways (NH) have considered the benefits and disbenefits of counter-proposals put forward for this junction arrangement and that the currently proposed arrangement which is subject to this statutory consultation shows that the currently proposed arrangement is appropriate for the volume and movement of traffic. We also understand that this has concluded that retaining the existing Thornfalcon junction would result in a junction that performs less well in both highway safety and traffic management terms, which would clearly not be acceptable. However, we also understand that the current stage of scheme design (design fix #2) represents a point in the overall design programme and that a further stage of scheme design will take place to the fix which is used for the Development Consent Order (DCO) submission.	National Highways acknowledges the comments made in relation to the design of Mattock's Tree Green junction, made at the pre-application consultation stage. The proposed design as part of the DCO application accounts for consultation feedback from the statutory and supplementary consultations and is considered the most appropriate for the volume and movement of traffic in this location. This includes a change from the statutory consultation proposals where a new direct connection from Village Road to the northern roundabout of Mattock's Tree Green junction is now proposed.	N/A
159	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	NH have indicated that the current proposals will be reviewed following the outcome of this statutory consultation to understand wider feedback on this particular design element. We strongly request that NH investigate alternative layouts to the Mattock's Tree Green junction which not only meet the highway safety and traffic management requirements, but also seek to maximise the relative attractiveness of the Junction 25/Nexus Roundabout as the key point of access for traffic in Section 1 to the new A358. In making this suggestion we include the need to steer our own communities towards use the Nexus roundabout access point. We strongly request that this investigation is carried out in partnership with Somerset Council (SCC) and as part of a package of consequential design changes to the existing A358 which we request are included as illustrative scheme material alongside the design fix which is used for DCO submission.	The layout of the Mattock's Tree Green junction has been reviewed based on feedback received at consultation. The northern dumbbell roundabout has been modified to tie in the Village Road Link from Hatch Beauchamp. This has improved the safety of the design as there will now not be a roundabout and a separate priority junction in close proximity to each other.  It will be possible for traffic from Henlade, Ruishton, Thornfalcon and Creech St Michael to access the A358 either at the Nexus 25 junction or at Mattock's Tree Green. From most locations within these villages, it will be shorter and faster to travel along the existing A358 towards the Mattock's Tree Green junction and join the dual carriageway to travel eastbound towards Southfields roundabout from there. This is due to the layout of the local road network in the area that means traffic would have to 'double back' on itself to access the A358 at the Nexus 25 junction if travelling eastbound towards Southfields roundabout.  The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
160	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for	We understand that managing traffic behaviour is a responsibility of all statutory highway authorities (national, strategic and local) and we suggest that this	National Highways has proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority.	Yes

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		Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	coordination of effort needs to be more visible and tangible as the scheme approaches DCO submission. This coordination will be vital to give communities the comfort that best endeavours are being used by all agencies to maximise the transport, environment and social benefits of the scheme and to use their parallel powers and duties to optimise these benefits.	Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	
161	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We will be sending a copy of this consultation response to the Leader of SCC (who also chairs the Somerset Council Local Government Reorganisation joint committee), to emphasise how important it is that the statutory roads authority for the existing A358 work in partnership with NH and the Parish Councils.	National Highways acknowledges this comment and welcomes continued engagement with the parish councils.	N/A
162	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Creech St Michael Parish Council (CSMPC) support in the strongest terms a new dual carriageway A358 bypass as the primary means to address the issues of vehicle congestion, road safety, noise and air quality on the route of the existing A358 through Henlade and to consequently help provide a reduction in the volume of traffic choosing to use the unclassified St Michael Road in Creech St Michael as a cut through to the A38.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
163	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	CSMPC support in the strongest terms the upgrade proposals for M5 junction 25 and the Nexus roundabout as the primary means in Section 1 by which traffic will be encouraged to access the new dual carriageway A358 bypass. We understand the rationale for these elements of the proposals are to make this route and these points of access as relatively attractive as possible compared to other points of access, and therefore encourage established traffic patterns to switch route access points.	National Highways acknowledges the support received in relation to the M5 junction 25 and Nexus 25 proposals. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 supplementary consultation.	Yes
164	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Traffic in Creech has grown in recent years by a surprising amount. In 2019 there were 5800 vehicle movements a day on St Michael Road, itself a major growth from previous years (as many as the A378 road to Langport). In a year this had grown to 8300 per day when measured just before lockdown in early 2020. As recognised in commentary on the Section 2 webinar, much of the traffic choosing to use the route through Creech St Michael (St Michaels Rd and Lipe Lane) is from the new Monkton Heathfield urban expansion, and the closure and works at Creech Castle are currently serving to cement this rat-run in drivers' minds as an access route. The desire line along St Michael Road is now very strong for local traffic connecting between the A38/Taunton and the A358.	The A358 scheme will improve congestion issues and therefore travel times for the route via M5 junction 25 and Toneway. This, in conjunction with the improvements to the Creech Castle junction on the A358 Toneway, which have now been completed, will encourage some traffic that was observed to travel via Creech St Michael to switch away from that route.	N/A

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165	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	CSMPC understands that the assumed traffic reductions through Creech St Michael as a result of this increased attractiveness are as below (extracted from A358 Technical Traffic Note [HE551508-ARP-GEN-ZZ-RP-TR-000006] Figure 9-1). But that these decreases are on the assumption of the A358 proposals being implemented alone, i.e., they are not a cumulative picture of decreases with other initiatives at the local, district, county, (or unitary) levels.	Other enhancements that are committed on the road network are included in the National Highways forecast traffic model too, but these are included in both the scenarios without and with the scheme as they are not linked specifically to the A358 Taunton to Southfields Dualling scheme. The traffic outputs showing the impacts of the A358 scheme are based on a comparison of a future scenario without the A358 scheme compared to a scenario with the A358 scheme, with all other things being equal.	N/A
166	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Somerset Council (SCC) are implementing a number of local traffic management plan initiatives within the Parish as a result of lobbying from and evidence prepared for CSMPC. The County Council has accepted there is an ongoing issue with traffic volumes in Creech and its effect on pedestrian safety. In the short term they are planning for the effect of major work at Creech Castle and Tone Way, as traffic finds alternative routes, and their proposals for Creech listed here <a href="https://creechstmichael.net/parish-council/road-safety-and-traffic-management/">https://creechstmichael.net/parish-council/road-safety-and-traffic-management/</a> should mitigate the expected traffic growth.	National Highways acknowledges that Somerset Council are liaising with CSMPC on local traffic management plan initiatives. The matters raised will not be affected by the A358 scheme.	N/A
167	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Similar to the A358 access proposals in question 1a, these local traffic management initiatives are aimed at making the route a less attractive option and reduce traffic speeds in the village and so by implication also improve the relative attractiveness of other points of access which are better able to cope with substantial road traffic.	National Highways acknowledges that Somerset Council are liaising with CSMPC on local traffic management plan initiatives. The matters raised will not be affected by the A358 scheme.	N/A
168	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Change in Average Daily Vehicles in 2028 Road Direction Band Creech Heathfield Rd NB -250 to +250 Creech Heathfield Rd SB -500 to -250 St Michaels Rd NB -500 to -250 St Michaels Rd SB -500 to -250 Lipe Lane NB -500 to -250 Lipe Lane SB -500 to -250	National Highways acknowledges this comment.	N/A
169	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We understand that the scheme proposals for the new A358 dualling address the overriding principle of improvements planned along the A303/A358 corridor in the original Road Investment Strategy (RIS) and subsequent RIS 2. We also understand that the current stage of scheme design (design fix #2) represents a point in the overall design programme and that a further stage of scheme design will take place to the fix which is used for the Development Consent Order (DCO) submission.	National Highways acknowledges this comment.	N/A
170	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We do consider that there is a missing piece of the jigsaw to changing traffic route options which lies outside the remit of National Highways and CSMPC and this is the future traffic management strategy on the existing A358, which will remain with Somerset Council as the relevant highway authority. The existing A358 will see a significant redistribution of traffic as a result of the proposals, yet the detail in the current proposals could leave residents with an impression that beyond the use of a 30pmh	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place).  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the	Yes



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			speed limit on the current dual carriageway sections, there will be no consequential changes to the design or management of the existing A358 as a result of this reduction. We understand that there is very real potential for SCC to look at repurposing some or all of the existing A358 carriageway and that if the new A358 dualling scheme were to proceed there is a very strong likelihood that SCC will be able to attract funds to repurpose the carriageway. This could include such wide-ranging options as: severing the A358 at the bottom of the dual carriageway towards Thornfalcon, creating a local access road only; removing an entire section of the current dual carriageway with two-way traffic sharing the remaining section; removing one lane of each section of the current dual carriageway; and/or, repurposing one lane each way as a dedicated local movement corridor exclusively for walking & cycling (and potentially personal powered transporters as legislation permits).	repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  Future optioneering or enhancements along the full corridor of the existing A358 to Henlade would then be a matter for Somerset Council as the local highways authority.	
171	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We strongly request that a package of consequential design changes to the existing A358 are included as illustrative scheme material alongside the design fix which is used for DCO submission. We understand that these would be purely illustrative and contextual and not for approval as part of the scheme for assessment. We strongly request that SCC are involved in this preliminary work and provide a parallel undertaking to the relevant Parish Councils that these illustrative options will be taken forward as part of a statement to investigate the use of designated funds and budget savings from road management and maintenance to deliver a parallel package of improvements on the existing A358 to encourage drivers to choose the new A358.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place).  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  Future optioneering or enhancements along the full corridor of the existing A358 to Henlade would then be a matter for Somerset Council as the local highways authority.	Yes
172	Creech St Michael Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We will be sending a copy of this consultation response to the Leader of SCC (who also chairs the Somerset Council Local Government Reorganisation joint committee), to emphasise how important it is that the statutory roads authority for the existing A358 work in partnership with NH and Parish Councils and implement a parallel programme of works to complement the scheme and optimise the consequential benefits from traffic reduction and changing travel behaviour.	National Highways acknowledge this comment and the importance of partnership working with Somerset Council alongside the local parish councils, throughout the consultation and design of the scheme, and the DCO examination stage.	N/A
173	Curry Mallet Parish Council		I write on behalf of Curry Mallet Parish Council. The Parish Council fully supports the community response that has been put forward by the parishes affected by the proposed changes.	National Highways acknowledges the parish council's support for the Community of Parishes consultation comments and proposals. See responses to each matter raised by the Community of Parishes in this table.	N/A
174	Curry Mallet Parish Council		1. There is a need for a Henlade bypass	National Highways acknowledges the support for a bypass of Henlade.	N/A
175	Curry Mallet Parish Council		2. The roundabouts at Southfields and Taunton would require significant improvement to allow free flowing traffic from the A358. If these improvements are not part of the proposed changes of the A358 the bottlenecks will continue.	National Highways will be making significant improvements to Southfields roundabout, the Nexus 25 junction and M5 junction 25. Operational modelling indicates that all junctions will operate within the practical capacity.	N/A

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176	Curry Mallet Parish Council		3. The link between the roundabouts does not need to be an "expressway" which is a sub category of a motorway with all the cost, scale and environmental damage that will come with it.	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.	N/A
177	Curry Rivel Parish Council	Do you have any other comments you would like to make about our proposals?	Concerns re possible diversions through Curry Rivel and Langport Whilst construction takes place. Both these villages have very narrow roads and pavements they already suffer from congestion with many holdups when heavy vehicles try to pass.	A diversion route for closure of the A358 between the A378 and Southfields Roundabout during the works has been agreed with Somerset Council. This will not divert through Curry Rivel and not use the A378 to Langport which has a 7.5t weight restriction. The route will pass through Langport on A372, with HGV's travelling on the B3153 to avoid passing Huish Episcopi School.	N/A
178	Curry Rivel Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Will the construction of the new road entail closure of the existing road during construction and will this result in diversions through Curry Rivel and Langport? If so has considerations been made to the unsuitable road widths through these villages and the current bottle necks?	A diversion route for closure of the A358 between the A378 and Southfields Roundabout during the works has been agreed with Somerset Council. This will not divert through Curry Rivel and not use the A378 to Langport which has a 7.5t weight restriction. The route will pass through Langport on A372, with HGV's travelling on the B3153 to avoid passing Huish Episcopi School.	N/A
179	Donyatt Parish Council	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	National Highways acknowledges the response raised.	N/A
180	Donyatt Parish Council	Do you have any other comments you would like to make about our proposals?	I think the dualling of the A358 is a complete waster of taxpayers' money which should be spent on more worthwhile and justifiable projects. The claimed benefits are insignificant and will never materialise as claimed by H.E., especially if a 'holistic' approach is not adopted to include major changes to the Southfields roundabout and access for local people in and out of their communities. All of the local communities are up in arms about this, the construction will cause chaos for years and the long-term disbenefits will affect local communities and the environment way into the future.	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.  The scheme includes improvements at Southfields roundabout which will enhance the capacity of the junction. National Highways has undertaken operational modelling that demonstrates that Southfields roundabout will operate within its practical capacity. The benefits of the scheme are forecast to outweigh its costs.  National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the DCO is granted.  The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the ComMA Report (Document Reference 7.4).	N/A
181	Donyatt Parish Council	Do you have any other comments you would like to make about our proposals?	Finally, there have been continual and egregious failure on the part of in the process of communicating the proposed A358 Dualling measure, and in its response to the numerous and detailed objections and, suggested remediations from the littoral Parishes along the route, as	National Highways considers that the range of activities, materials and engagement provided during the statutory consultation were sufficient in ensuring an adequate consultation for local people and communities to provide their feedback on the draft design and plans for the scheme. The PEI Report and appendices which were published for consultation reflected the available information at the time and National Highways considers	N/A

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			<p>follows:</p> <ol style="list-style-type: none"> <li>1. Lack of transparency;</li> <li>2. Misleading and incorrect statements (mile a minute claim, etc);</li> <li>3. Lack of accessibility - only one face to face event held out of normal working hours and that event was held at only one end of the road, and in a venue far too small that people had to queue outside or drove away because of lack of parking;</li> <li>4. Too short a consultation period;</li> <li>5. Misleading and incomplete information on the benefits: <ol style="list-style-type: none"> <li>a. How are these arising?</li> <li>b. Over what period? Is it 'in perpetuity'?</li> <li>c. What Discount Factor has been applied to future benefits?</li> <li>d. Confirmation that only the Taunton~Southfields route is the source of these benefits – not, as advised from time to time, 'all the way from Basingstoke'</li> </ol> </li> </ol>	<p>it contained an appropriate level of detail for people to provide their response. As set out in the Consultation Report (Document Reference 5.1), National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time for people and organisations to provide a meaningful response.</p> <p>The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days.</p> <p>More than 900 responses to statutory consultation were received using the variety of response mechanisms that National Highways ensured were available, including the online questionnaire, email and freepost, demonstrating that consultation was accessible and that technical issues did not prevent respondents from providing their feedback.</p> <p>Following the submission of the DCO application for this scheme, the Planning Inspectorate will make the decision whether or not to accept the application and all relevant materials. As part of this process, they will also assess the adequacy of consultation and will seek the views of local authorities on this matter.</p>	
182	Donyatt Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Improved provision for walkers, cyclists and rider.	<p>The proposed improvements are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the PRoW Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).</p> <p>Midway between Ashill and Southfields junctions, Jordans bridge would allow walkers, cyclists and horse-riders to cross the scheme. It would connect the old A358 at Horton Cross, Broadway Street and Cad Road and be classified as a restricted byway. The overbridge would be shared use with agricultural users and very lightly trafficked.</p> <p>Linear provision for walkers, cyclists and horse-riders would be provided on both sides of the scheme. On the south-western side, a restricted byway would connect Broadway Street, Jordans overbridge and the old A358 at Horton Cross. On the north-eastern side, a new restricted byway would connect Rapps Road and Cad Road, and Cad Road would be largely traffic-free.</p>	N/A
183	Donyatt Parish Council		<p>A358 Dualling: Donyatt Parish Councils' response to</p> <ol style="list-style-type: none"> <li>1) National Highways' proposals and</li> <li>2) the comments/proposals made by the Group of Parishes working party.</li> </ol> <p>We would like to begin by re-iterating our wholehearted support for the working group of Parishes that, like Donyatt, will be affected by NH's proposals to dual-carriageway the A358 between Ilminster and Taunton. The set of counter-proposals, put together by the other Parishes, is an excellent one and much work and consideration of the impact of the proposed changes has gone into this.</p>	National Highways acknowledges the parish council's support for the Community of Parishes consultation comments and proposals. See responses to each matter raised by the Community of Parishes in this table.	N/A
184	Donyatt Parish Council		<p>The current route of the A358 (West) presents two significant problems for motorists.</p> <p>These are:</p> <ol style="list-style-type: none"> <li>1) The congestion, pollution and safety issues at Henlade / Ruishton.</li> <li>2) The regular congestion at the Southfields Roundabout (SR).</li> </ol> <p>Whilst National Highways' (NH) proposals provide a solution for the first of these choke points, their proposals will actually make the second one worse.</p> <p>The two ends of this 8.5 mile section of the A358, i.e.</p>	<p>National Highways agrees that the issues highlighted in Henlade and at Southfields roundabout are two key issues that the scheme aims to address.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will resolve the congestion and air quality issues currently experienced in the village.</p> <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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields</p>	N/A

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			<p>through Henlade/Ruishton in the West and at Southfields Roundabout at Ilminster in the East, are currently the major bottlenecks, causing most of the congestion and delays. The middle section of this route i.e. the part considered for dualling by NH, is the least important, in our view, in terms of requiring updating and improvement as the traffic moves relatively freely on that section.</p> <p>Southfields Roundabout is a particularly important point on the strategic corridor for traffic travelling between the South East and the South West, as it is here that traffic makes a significant change of direction away from the geographically more logical route via Honiton. Moreover, it does so at a location which already suffers from significant congestion at certain times on the roundabout and its' approach roads.</p>	<p>roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>There are other existing safety issues for road users travelling along the A358 corridor due to the many local road junctions connecting onto the A358 and a lack of safe overtaking opportunities. There are also existing problems around journey time reliability linked to the lack of safe overtaking opportunities. The dualling scheme will provide safe overtaking opportunities along the whole length of the A358 between M5 junction 25 and Southfields roundabout.</p>	
185	Donyatt Parish Council		<p>Whilst we broadly agree with NH's proposals for the western end i.e. from Mattocks' Tree Green westwards, their proposals for the Southfield roundabout (SR) are woefully inadequate and don't go anywhere near far enough to rectify the congestion problems there. NH are also choosing to ignore the engineering design standards they are imposing elsewhere along the route e.g. GD300.</p>	<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) exit, a three-lane approach from the A303 (East) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p>	N/A
186	Donyatt Parish Council		<p>NH are quoting a 4.5 minute saving in journey time from the SR to Taunton/M5 but this 'saved' time will be more than lost in extra time waiting at the SR. Dualling the A358 will get the eastbound traffic to the SR more quickly and therefore there will be a greater build-up of vehicles queuing to access the roundabout if it is not properly integrated into the overall improvements made.</p>	<p>The journey time savings quoted include the time taken to negotiate Southfields roundabout. The delays that are currently experienced on the A358 (Northwest) approach to Southfields roundabout would no longer occur following the improvements proposed to the junction as part of the scheme. This is because the capacity on the approach from the A358 (Northwest) would be significantly enhanced through provision of a segregated left turn lane and through increased capacity onto the roundabout by providing a two-lane approach rather than a single lane approach that flares to 2 lanes just before the give way line to the roundabout, as is the case in the existing junction configuration.</p>	N/A
187	Donyatt Parish Council		<p>The SR is not just a minor roundabout stuck at the end of this route, it is integral to the smooth flow of traffic for this whole section of the A358. Therefore, there is absolutely no point in dualling this section of the A358 if both ends of it are not given the same level of priority.</p>	<p>National Highways agrees that resolving the existing capacity issues at Southfields roundabout is a key element of the scheme. The operational modelling of Southfields roundabout confirms that the scheme design will achieve this.</p>	N/A
188	Donyatt Parish Council		<p>The SR needs a major review, way beyond the 'tweaking' suggested in NH's proposals. If this is not done then a fair section of the newly-dualled A358 will become a giant lorry and car park to the West of Ilminster, leading to more delays and frustration for drivers.</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). 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</p>	No

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				<p>programme remain uncommitted, with no guarantee they will be taken forward into construction.</p> <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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p>	
189	Donyatt Parish Council		In short, however much is ultimately spent on dualling the A358 and on changes to the West, this will be totally wasted if the SR is not included in the current programme of updating and improvement.	<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). 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 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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p>	No
190	Donyatt Parish Council		<p>Currently at the SR, traffic on the A303 (East) Ilminster bypass heading for the South West passes in front of the B3168 to Ilminster before taking the next exit onto the A303 (then A30) West towards Honiton.</p> <p>With this arrangement and with current levels of traffic, there is already congestion at peak times on all 5 legs of the roundabout. NH's proposal is to re-route this traffic further around the roundabout, thus crossing three approach legs instead of one and then taking it onto the newly-dualled A358 to Taunton. This will make it a nightmare for motorists trying to access the SR from any of the 'local' roads and will result in increased congestion, particularly on the B3168 (Ilminster) and the A358 (West to Chard / Axminster) approach legs. This together with NH's proposal for a third lane around the SR, will make it even more challenging for drivers entering and leaving it on these other roads and therefore we are opposed to this. Also, and at the only location from the end of the M3, this takes traffic away from the geographically shortest route on the National Highway network to Honiton and the South West.</p> <p>It will present West-bound A303 traffic with the choice as to whether to take the logical, shorter and presumably less busy A303 (West) route, thus potentially undermining and defeating one of the purposes of the A358 improvement, or are persuaded to take the longer</p>	<p>Whilst there will be an increase in traffic turning from the A303 (East) Ilminster Bypass to the A358 (Northwest) as a result of the scheme, a large proportion of traffic that would have passed through Southfields roundabout from A303 (East) Ilminster Bypass to A303 (West) without the scheme, will continue to make the same turning movement with the scheme in place.</p> <p>National Highways has undertaken operational modelling that confirms that all approaches will operate within the practical capacity of the junction. The operational modelling takes into account the changes in turning movements that are forecast at Southfields roundabout as a result of the scheme.</p>	N/A

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			route. The success or failure of this revised A358 / M5 route will depend on how many drivers can be persuaded to use it (see item 6 on page 3).		
191	Donyatt Parish Council		If NH are serious about re-engineering this section of the A358 then the SR will need more radical changes than those proposed.	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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.	No
192	Donyatt Parish Council		We have always felt that there should be a 'straight-through' facility for the busiest road at the SR i.e. the A303 and initially felt that this should be A303 to A303 via a flyover or underpass. However, having given this further discussion and having looked at traffic volumes in more detail we have come to the same conclusion as the Parish Group as follows: The answer to all of the aforementioned problems at the SR is to provide a 'straight-through' facility for A303 to A358 (and vice-versa) traffic by building a new grade-separated junction just to the North of the SR (an empty field at present) . This would keep traffic, travelling from the East on the A303 and wanting to continue to Taunton and M5 via the A358, off of the SR altogether, reducing traffic volumes using the roundabout by around 50% or more. The Parish Group (PG) has recommended this improvement and we at Donyatt fully support them in making this recommendation.	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). 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.  The section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).	No
193	Donyatt Parish Council		If this new junction were to be created, minimal changes would then need to be made at the SR and South West-bound traffic would be more easily 'encouraged' to the M5 rather than the A303/A30 South. NH's refusal to agree to this new junction not only condemns local communities in the area to even more congestion at the roundabout, but it also encourages rat-runs along local roads for the foreseeable future. This has implications not considered by NH for communities all along the A358. All of the roads through the villages on either side of the A358 are single lane roads that are used not just by vehicles but also pedestrians, cyclists and horse-riders. If the SR chokepoint is not resolved a significant portion of the long-distance traffic will come off of the A358 looking for ways around the SR bottleneck, contesting for space on these back roads and creating 'rat-runs' in the process. The effect on Ilminster Town Centre of a significant increase not only in overall vehicle numbers, but more worryingly HGV's, is perhaps the most alarming consequence of failure to resolve the SR chokepoint.	Operational modelling of Southfields roundabout confirms that the junction will operate within its practical capacity. This will eliminate the amount of traffic using alternative routes currently experienced in the area by reducing delays at Southfields roundabout and by making journeys via the roundabout faster than via alternative local roads.	No

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194	Donyatt Parish Council		Our comments on other potential changes at the SR are as follows: 1. A third inner lane could be incorporated on the A358 South (coming from Chard) and continuing around the corner directly onto the A358 West to Taunton. Vehicles using this lane would not need to encounter the roundabout traffic flow at all as it would filter round to the left and then merge with the A358 westwards. There is a wide grass verge at this location which could easily accommodate a third lane, this is an excellent idea and would be inexpensive to implement.	Operational modelling of Southfields roundabout indicates that the junction will operate within its practical capacity. Although not required to increase capacity at the roundabout the possibility of including a segregated left turn lane from the A358 (West) approach from Horton Cross has been examined. This has shown that it would not be possible to incorporate a segregated left turn lane in this location due to spatial constraints as the land boundary of Ilminster services leaves only a narrow strip of land that is within the existing highway boundary. This would be insufficient to allow inclusion of a segregated left turn lane that is compliant with DMRB design standards.  The capacity for traffic approaching Southfields roundabout from the A358 (West) approach has however been enhanced by other means since statutory consultation. The design for the approach has been widened from just west of the Ilminster services junction from 1 to 2 lanes. This means that the 3 lanes at the give way line for Southfields roundabout will now be more effectively fed by 2 lanes of traffic rather than 1 lane.	Yes
195	Donyatt Parish Council		Our comments on other potential changes at the SR are as follows: 2. The permitted speed limit around the SR should be reduced from the current 60mph National Speed Limit (which is absolutely ridiculous) to either 30 or 40 mph (as at the Amesbury and South Petherton roundabouts on the A303).	The existing A358 (West), A358 (Northwest), A303 Ilminster bypass and A303 (West) are all currently national speed limit approaches to the Southfields Roundabout. The existing B3168 is subject to a 40mph limit with National Speed Limit applicable on the approach. The current proposal for the A358 west for this scheme, reduces this to 30mph due to the inclusion of the signalised crossing. All other approaches will remain as existing.  Vehicles will be reducing speed on the approach to the roundabout to anticipate any potential queuing traffic. Advance Direction Signage (ADS) on the proposed widened A358 approach at 1, 0.5 and 0.3 mile intervals provide road users with warning of the junction ahead. National Speed limit is an advisory maximum limit and not a target.  The existing 40mph speed limits at existing roundabouts on the A303 would have been installed due to site specific reasons at those locations. A 40mph speed limit has not been considered as part of the preliminary design but further liaison with the maintaining organisation will be held during future design stages to seek ongoing feedback on the current performance of the roundabout and its existing speed limit.	No
196	Donyatt Parish Council		Our comments on other potential changes at the SR are as follows: 3. In order to give traffic from the lower priority roads, namely the B3168 (Ilminster), the A303 (West) and the A358 (South), a safer and fairer opportunity to use the SR, traffic-signals, either full-time or part-time should be installed on the roundabout, as is already the case at the Podimore and Amesbury roundabouts on the A303. The addition of congestion-warning signs would also be of benefit.	Southfields roundabout is smaller than the two examples of roundabouts along the A303 referred to in the comments. Podimore roundabout is comparable in terms of number of approach arms, but is much larger in size and therefore has a much larger queue storage capacity on its circulatory. Amesbury roundabout only has 4 approach arms and is also larger in size than Southfields roundabout. The smaller size of Southfields roundabout would leave insufficient queue storage capacity on the circulatory carriageway to implement signalisation without detrimental impacts on the overall operation and capacity of the junction. This would increase the risk of the junction becoming grid locked. In order to signalise Southfields roundabout the circulatory would need to be enlarged, which is not feasible given the constraints around the junction.	No
197	Donyatt Parish Council		Our comments on other potential changes at the SR are as follows: 4. Speed-limit signs should be placed on all approach roads to the SR to slow the traffic in its' approach to the SR. This signage, particularly on the A303 from both directions, should be placed well in advance of reaching the roundabout, thus avoiding any sudden braking close to the SR.	The existing A358 (West), A358 (Northwest), A303 Ilminster bypass and A303 (West) are all currently national speed limit approaches to the Southfields Roundabout. The existing B3168 is subject to a 40mph limit with National Speed Limit applicable on the approach. The current proposal for the A358 west for this scheme, reduces this to 30mph due to the inclusion of the signalised crossing. All other approaches will remain as existing.  Vehicles will be reducing speed on the approach to the roundabout to anticipate any potential queuing traffic. Advance Direction Signage (ADS) on the proposed A358 (West) approach at 1, 0.5 and 0.3mile intervals provide road users with warning of the junction ahead. National Speed limit is an advisory maximum limit and not a target.  The existing 40mph speed limits at existing roundabouts on the A303 would have been installed due to site specific reasons at those locations. A 40mph speed limit has not been considered as part of the preliminary design but further liaison with the maintaining organisation will be held during future design stages to seek ongoing feedback on the current performance of the roundabout and its existing speed limit.	No

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198	Donyatt Parish Council		<p>Our comments on other potential changes at the SR are as follows:</p> <p>5. The creation of an additional ( third ) circulatory lane on the SR, as proposed by NH, without increasing the overall size of the roundabout, would mean that traffic seeking to enter the roundabout from the B3168 (Ilminster) and A358 (South) approach legs would have to cross in front of three lanes of traffic rather than the current two. This would create a significantly more challenging traverse of the roundabout for local traffic and will make access from all approaches more difficult and increase the likelihood of shunts and accidents on the roundabout. We are therefore totally opposed to this proposal. We feel that the inclusion of a grade-separated junction to the North of SR would obviate the need for this extra third lane on the SR, which in and of itself would do more harm than good.</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). 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 section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).</p>	No
199	Donyatt Parish Council		<p>Our comments on other potential changes at the SR are as follows:</p> <p>6. If NH, against the wishes of the local parishes, decide to push ahead with the dualling of the A358, then everything should be done to 'encourage' the use of the newly-dualled section of the A358 West between the SR and Taunton, rather than traffic continuing to use the A303 South to Honiton and Exeter/M5. This would include getting this message across to drivers via organisations such as The Road Haulage Association, AA Route Planning and SatNav systems etc. and by having informative signage along the route stating this as the preferred option. It is pointless spending all this money on dualling the A358 if drivers are not convinced it is the best route to the South West.</p> <p>Interestingly, the mileage from the SR to J29 of the M5 at Exeter via the A303/A30 is 31.1 miles, the mileage to the same destination via the newly-dualled A358 and the M5 South is 41 miles, that's an increase of 30%, something NH have not mentioned anywhere in their proposals.</p> <p>Despite this difference in mileage and the environmental impact this will have through increased pollution and CO2 levels along the A358, West, the A358 to Taunton/M5 route would be better, if properly updated to include the Southfields Roundabout, not just for commercial reasons but also by keeping significant numbers of vehicles off of the often steep and winding A303 through the Blackdown Hills AONB.</p>	<p>The proposed signage strategy directs road users onto the proposed A358 for access to the M5. The aim of the proposed A358 scheme is not necessarily to replace the A303 through the Blackdown Hills as the main route to Exeter and beyond from locations in the South East, but to increase network resilience in the area by providing a viable alternative route in the event of the A303 through the Blackdown Hills becoming congested or having to close for an incident.</p>	N/A
200	Donyatt Parish Council		<p>Our comments on other potential changes at the SR are as follows:</p> <p>7. There is no mention of the 'environmental impact' caused by dualling an 8.5 mile section of the A358 West in NH's proposals.</p> <p>There are tens of thousands of mature trees and hedgerows, of all types, along this section, mitigating the</p>	<p>The impact of the scheme on biodiversity is reported in Chapter 8 of the ES (Document Reference 6.2), and the assessment has included consideration of the time taken for habitats to mature. The impact of the Scheme on Carbon is assessed in Chapter 14 (Climate) and in the appendices attached to the chapter (Document Reference 6.4).</p>	N/A



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			effects of all of the carbon that is produced by vehicles using it. Even if the same number of replacement trees and hedgerows were planted, it will take 30-40 years to reach the same level of maturity as the current ones. Surely, in these times of environmental and climate-change awareness, it would be nothing short of corporate vandalism to cut all of these down just to save drivers a 'theoretical' 4.5 minutes journey time between Ilminster and Taunton.	The landscape proposals, which show where new landscape and ecological planting is provided as part of the scheme are shown in Figure 7.8 Environmental Masterplans (Document Reference 6.3).	
201	Donyatt Parish Council		In summary and in all conscience, we feel the principle of dualling of the A358 is a complete waste of tax-payers money, which should be spent on more worthwhile and justifiable projects. Is this dualling, which isn't in practice going to speed up traffic one iota, really worth all of the consequences to local communities and the environment way into the future?	The A358 will result in time savings in excess of 5 minutes during most times of day. These contribute to an overall economic benefit associated with the scheme that exceeds its cost. All benefits and costs, including non-monetised impacts are considered in assessing the overall value for money of the scheme. Details can be found in the ComMA Report (Document Reference 7.4).	N/A
202	Donyatt Parish Council		The claimed benefits are insignificant and will never materialise as claimed by NH, especially if a holistic approach is not adopted to include major changes to the Southfields Roundabout and access for local people in and out of their communities.	Benefits associated with the A358 scheme have been calculated based on the forecast traffic model for the scheme created by National Highways. The traffic forecasts indicate that the existing traffic congestion at Southfields roundabout would worsen without the proposed improvements. The A358 scheme will enhance capacity which will lead to journey time savings from which both strategic traffic and traffic to and from local communities will benefit.	N/A
203	Donyatt Parish Council		But if NH ignore local communities and decide to go ahead with the dualling then we would need to see all of our suggested amendments and improvements to the Southfields Roundabout implemented as listed above. Not to include significant changes to the SR, in the overall plans to dualise this section of the A358, would be an unmitigated disaster.	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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.	No
204	Hatch Beauchamp Parish Council	At Capland, which option would you prefer to provide a connection between local villages in this area?	The view is split between Options 1 & 2 as we need to understand the definition of a 'link road'. Will it be in keeping with the current lane or widened? However, as an absolute minimum, a bridle path and cycle path between Village Road and Capland Lane must be in place to ensure connectivity and quality of life for residents.	As an outcome of consultation, the scheme now includes Capland link (Option 1), which would be adopted highway for all users. Capland link would connect Village Road (south) and Capland Lane and be 5.5m wide, which is slightly narrower than Village Road (south) but wider than Capland Lane.	Yes
205	Hatch Beauchamp Parish Council	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane?	As per the Consultation Response from the Community of Parishes	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table (from ID 74).	N/A
206	Hatch Beauchamp Parish Council	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	As per the Consultation Response from the Community of Parishes.		N/A
207	Hatch Beauchamp Parish Council	Do you have any other comments about our plans for Section 4: Ashill	As per the Consultation Response from the Community of Parishes.		N/A

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		junction to Southfields roundabout?			
208	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We want to re-iterate our endorsement of the joint Parish Council submission of which HBPC was a part.		N/A
209	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We asked for sight of PEIR prior to consultation but this was refused – given that the whole document is in the name of Highways England, not National Highways which was rebranding from August, one assumes this document would have been available well before consultation start. It is an impossible task to critically review a near 1,000 page document plus accompanying data within 6 weeks.	A note was added to the front of the PEI Report to acknowledge the name change from Highways England to National Highways, which coincided with the consultation. The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. National Highways advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report (Document Reference 5.1). That has provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.	N/A
210	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We asked for longer consultation period but this was denied despite NH taking over 9 weeks to respond to a 6-page document from the combined parish councils. We were not advised of the consultation date until 2 working days before the start. This is contrary to the experience of other consultations which have been given a 2-month notice period in addition to an 8-week consultation period. Furthermore, NH expect snail mail responses to be received on or before 22 November thereby further narrowing the consultation window.	The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. National Highways advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report (Document Reference 5.1). That has provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.  National Highways assessed all of the alternative proposals submitted by the Community of Parishes by putting them through an 'optioneering' process to assess their viability. The results of this optioneering process were shared with the Community of Parishes in September 2021. Some of their proposals were incorporated into the preliminary design proposals that were put forward for statutory consultation. This is detailed in the Consultation Report (Document Reference 5.1).	N/A
211	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We repeatedly invited (in one instance giving 2 months' notice) NH to meet with Hatch Beauchamp residents but NH claimed they did not have time or resources to meet with all PCs and would not be fair to only meet some. They set the timing of the consultation and knew the number of PCs involved so such meetings should have been factored into their planning and timescales.	National Highways has undertaken a multi-stage approach to consultation on both a statutory and non-statutory basis, and as such has engaged adequately with parish councils (and beyond) throughout the development of the project. As detailed in the Consultation Report (Document Reference 5.1), National Highways has provided adequate time for people to prepare for and respond to consultation exercises.	N/A
212	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	There were only 3 face to face events and the second event was in a room that was far too small with viewing materials cramped. People were forced to queue outside (15 mins or longer) and some people left on arrival as parking had run out and they saw the queues. Furthermore, only one event was held outside of normal working hours and that event was held at one end of the consultation route.	A combination of online and in-person events and tools ensured everyone had access to the consultation and members of the project team. The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. Responses were provided for all correspondence during the consultation period and a holding response provided if time was required for National Highways to provide a more detailed technical response. Attendees of events were encouraged to submit formal consultation responses to help ensure fully considered responses as reported in the Consultation Report (Document Reference 5.1).  National Highways held three in-person events during the 2021 statutory consultation period to allow people to engage with the scheme and speak with members of the project team. All three events included timings that were both in and out of hours that would be considered standard working hours, this included an event held on a Saturday, an event held during the afternoon and a further event that ran from the afternoon into early evening.	N/A

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				<p>When deciding where and how to run the in-person events during the consultation, taking any COVID-19 regulations into account, we needed to strike a careful balance between location and proximity to the route as well as safety and accessibility. In-person events were delivered in line with Government guidance relating to COVID-19, including:</p> <ul style="list-style-type: none"> <li>• A maximum capacity was set for each venue to ensure that the venue did not run over capacity and become a health hazard due to an inability to social distance or regulate the amount of airflow in the venue. A queuing system outside the venue was factored into the planning to take account of busier periods, with staff monitoring numbers in and out of the venue, to help ensure people could social distance.</li> <li>• The flow of the room was considered at each venue, with markings placed on the floor to assist people in maintaining a safe distance between one another. All venues were Equality Act compliant, had windows which could be opened to help ventilation, and doors were kept open.</li> <li>• Posters were placed near the entrance to remind attendees to social distance.</li> </ul>	
213	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Many of the maps used were historic showing inaccurate addresses, incorrect boundaries.	Mapping backgrounds used in the plans are obtained from Ordnance Survey and represent the latest data available.	N/A
214	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We strongly object to all the webinars starting with a slide stating 'The story so far' – the proposed dualling is not fiction and this glib statement is inappropriate and insulting to the hundreds of people whose daily lives and livelihoods will be adversely impacted by this proposed scheme. It typifies the complete disregard NH seems to have for local communities.	National Highways sought to engage with as many of the local community as possible throughout the consultation to ensure their views are taken account of. The approach was developed in consultation with Somerset County Council, Somerset West and Taunton Council and South Somerset District Council (which have now all merged into the unitary authority of Somerset Council).	N/A
215	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	There was no direct engagement with local businesses.	<p>National Highways held regular Business Liaison Group forums in the period running up to the consultation period. These forums were designed to provide information to and engage with both business owners and business representatives from the local area and region, as well as representatives from local authorities.</p> <p>A business sentiment survey was launched in August 2021 and shared with members of the Business Liaison Group to collect feedback on understanding and any questions about the scheme. This survey was also shared with wider local business owners in the fortnightly project newsletter.</p>	N/A
216	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The staff at the face to face events were unable to answer many basic questions eg the difference between a road and a lane.	Members of staff at the in-person events represented subject matter experts from across the project, all of whom were briefed with information about the project and the consultation to a high standard. Members of the team would have been encouraged where possible to check key information, such as dates and figures, against notes to ensure accuracy.	N/A
217	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	<p>Information is not easily accessible eg elevation information of flyovers necessitates trawling through pages of documents plus photo montages non-existent. The PEIR chapters as a separate download but to obtain the accompanying data such as viewpoints you had to go to virtual room, this was not 'signposted'. On trying to save documents within the virtual room this was not permitted across the board. In the virtual room, unlike the face to face events, there was only the fly through video and not the video where you position yourself in various locations. In many instances, people experienced 'crashes' when using the virtual room.</p> <p>It was not obvious that you should click on 'list view' within the virtual tour to bring up all the numerous documents, they should have been included in the list at the bottom of the consultation page with the other</p>	The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. National Highways also provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response at the pre-application stage of the project. Relevant details are provided as part of ES Chapter 7 Landscape and visual effects (Document Reference 6.2).	N/A

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			documents. The haphazard/random nature of this means people thought they had all the documents on the consultation page and didn't look further. Promised information such as screen shots (in place of photo montages) were not emailed on time with a delay of over a week – with such a short consultation window that is unacceptable.		
218	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The response to questions raised during the consultation period were excessively slow – 28 days in one instance, or not answered at all. When challenged NH said they had received a lot of questions but insisted they had sufficient staff to deal with them! A list of PROW closures was requested during the WCH webinar on 1 November – only answered on 18 November but information still incomplete. This should be easily accessible information.	The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. Responses were provided for all correspondence during the consultation period and a holding response provided if time was required for National Highways to provide a more detailed technical response.	N/A
219	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Wrong information given out by NH staff eg giving the date of the final face to face event as a day later than already advertised.	Dates and times of events were widely publicised via a variety of channels including the website and the consultation brochure. This is detailed in the Consultation Report (Document Reference 5.1).	N/A
220	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Omission of BCR during consultation is a significant failing of transparency, (NH quote that 'An update of this value for money assessment is currently underway based on the latest scheme proposal'), in fact despite numerous requests for updated scheme costs throughout the consultation period the information was not provided. All we were told was the old information regarding the contract awarded to Taylor Woodrow.	At the time of the statutory and supplementary consultations work was underway to update the economic appraisal to reflect the latest scheme design. The value for money assessment involves quantifying both benefits and costs and these can only be finalised once the scheme design has been frozen following incorporation of design changes based on feedback received from consultation. Both the benefits and the costs have now been updated after full consideration of consultation feedback. Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the ComMA Report (Document Reference 7.4).	N/A
221	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Modelling is incorrect as assumption (confirmed by NH during webinar) is made that Nexus 25 has full occupancy. Given that on the other side of the roundabout Blackbrook Business Park has empty units plus a development plot of 35,000sq ft it is far from certain that Nexus will ever achieve full occupancy.	Transport analysis guidance has been followed in developing the National Highways traffic forecasts. Trip generation assumptions for the future Nexus 25 development are aligned with the Transport Appraisal Report that was submitted as part of the planning application for the development. This ensures that the junction design for the Nexus 25 junction will be able to accommodate the most likely traffic demand that would result from the development being fully built out and occupied.	N/A
222	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Complete lack of attention to detail as demonstrated throughout the document with constant references to Highways England instead of National Highways and cover sheets to PEIR hard copies were labelled PIER! Hardly inspires confidence.	A note was added to the front of the PEI Report to acknowledge the name change from Highways England to National Highways, which coincided with the consultation.	N/A
223	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Hard copies of PEIR given to Hatch Beauchamp Parish Council were incomplete.	At the event on 3 November, a representative from the parish council stated that they did not have a copy of Appendix 7.9 Viewpoint photographs. A hard copy was provided at the event, so to immediately address the issue raised at source. This document and all other PEI Report figures were also available online throughout the consultation period.	N/A
224	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Throughout the PEIR constant reference is made to 'improved connectivity' – instead of raising this every time we wish to make it clear that for the village of Hatch Beauchamp, as well as many other villages along the route, connectivity will be severely reduced and severance increased if this dualling goes ahead. In fact, an independent transport consultant has carried out modelling which demonstrates increased journey length	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 high volumes of fast moving traffic on the A358.	N/A

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			and duration in some cases amounting to doubling of journey time for Hatch Beauchamp residents.	Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. This information has been provided in the form of interactive web maps at supplementary consultation. These show that generally there are reductions in overall journey times due to the faster speed of the scheme, although a small number of 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.  The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).	
225	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The parish is affected by two particularly important engineering features. • First, the proposed route for Bickenhall Lane over the new road. As stated in our response to 3(a) above, we propose a bridge for WCH plus farm vehicles only, nonetheless, the visual impact of this bridge, if built, will be significant and should be enhanced with sensitive hedgerow and woodland planting. Small blocks of woodland planting on the Bickenhall side of the A358 would improve a somewhat open landscape which has seen some tree removal in recent years. Of particular interest in this vicinity is the ancient public bridleway T14/8 on the definitive map which runs from Bickenhall Lane to Hatch Green. Whilst the experience of walking/riding this route has been greatly diminished by the close proximity of the A358 carriageway it is still an important and historic amenity for the village. Any harm to its integrity by the new scheme would be hugely damaging to the character of the area. There are tree protection orders in place in this area.	Responding to the consultation feedback, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.  Bridleway T 14/8 would be diverted but still run alongside the scheme and would provide a continuous connection between Bickenhall Lane and Hatch Green.  A combination of environmental mitigation measures has been explored to achieve a range of functions including visual amenity. These measures are presented on the Environmental Masterplan within the ES (Document Reference 6.3, Figure 7.8).	Yes
226	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The parish is affected by two particularly important engineering features. • Second the proposed route of the new link at Capland. Capland is a hamlet comprising a few dwellings including the historic Capland Spa. It is recognised that this is an important entry point into the village from the south. It is vital, at this point, that any bridge over the new dual carriageway is designed so as not to dominate the immediate environment. It is noted from some of the detailed plans that some species rich grassland is to be put back on adjoining land. However, it is also important that more planting of small blocks of woodland would be necessary, too, to limit the impact of what would appear an alien structure.	The environmental design has been developed further and includes mitigation measures such as woodland planting and shallow earthworks slopes where feasible near the Village Road overbridge.	Yes
227	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The current plans at the consultation meetings indicate a relatively wide central reservation. It is not clear whether this is an accurate portrayal of NH intentions. If so, however, here is an opportunity to achieve some native shrub planting to soften the impact of dualling if this will not compromise road safety,	Planting proposals are shown on the Environmental Masterplans submitted as part of the ES (Figure 7.8, Document Reference 6.3).	N/A
228	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The area of countryside between Thornfalcon and Ashill is the Somerset home of the Wild Service Tree. It occurs in very small numbers in the pockets of ancient woodland	Impacts on specific trees or groups of trees within and adjacent to the scheme boundary are presented in ES Appendix 7.3 Tree Survey and Arboricultural Impact Assessment	N/A

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		to make about our proposals?	in these parishes, including Hatch Beauchamp, and occasionally in hedgerows. It is extremely rare in other parts of the County and, indeed, in the west country as a whole.	(Document Reference 6.4). Where possible, impacts on high quality trees have been avoided through design where engineering requirements/constraints allow.  It should be noted that the scheme alignment has been designed to avoid ancient woodlands, and no direct loss is anticipated. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the ES Appendix 7.3 Tree Survey and Arboricultural Impact Assessment (Document Reference 6.4).	
229	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	The native Black Poplar is also a rarity which has its only west country stronghold in the Vale of Taunton. A rare native Black Poplar occurs alongside the stream at Hatch Green. Likewise, the uncommon aspen occurs in some of the nearby ancient woodlands in very small numbers.	Impacts on specific trees or groups of trees within and adjacent to the scheme boundary are presented in ES Appendix 7.3 Tree Survey and Arboricultural Impact Assessment (Document Reference 6.4). Where possible, impacts on high quality trees have been avoided through design where engineering requirements/constraints allow.  The Ecological Mitigation Strategy – Habitats, included as part of the ES Appendices (Document Reference 6.4, Appendix 8.34) details measures that would be taken to encourage the long term viability of the Black Poplar population within the local landscape along the scheme, including seeking to propagate this species and incorporate into the planting design for the woodland and hedgerow creation areas.	N/A
230	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	In addition, our parish is on the edge of the distribution limit of two native shrubs, the wayfaring tree and purging buckthorn. There are one or two occurrences in the parish. Further west they disappear. When the details of the planting schemes are drawn up it is suggested that National Highways does its utmost to include a very small proportion of these species in its planting schemes to maintain local distinctiveness.	Planting proposals are shown on the ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).	N/A
231	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	We are not confident how NH have calculated the carbon emissions for the scheme, particularly as they have 'form' in relation to the A417 Missing Link where they claimed a carbon net gain but assumed the habitat would be mature from the moment of planting!	National Highways recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.  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 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). 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. This assessment has also been updated within ES Chapter 14 Climate (Document Reference 6.2) that will be submitted as part of the A358 DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.	N/A
232	Hatch Beauchamp Parish Council	Do you have any other comments you would like to make about our proposals?	Given that one of the main reasons the Tulip building in London has very recently been rejected by the Planning Inspector was that its construction was not carbon neutral we fail to understand how building this road, which by your own admission will not be carbon neutral, is appropriate.	National Highways recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.  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 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). In all cases the emissions calculated demonstrated no impact on the ability of	N/A

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				the UK Government to meet these carbon budgets, and no significant effect on climate. This assessment has also been updated within ES Chapter 14 Climate (Document Reference 6.2) that will be submitted as part of the A358 DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations.	
233	Hatch Beauchamp Parish Council	Further comments about the plans for Section 1: M5 junction 25 to Mattock's Tree Green junction.	As per the Consultation Response from the Community of Parishes.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
234	Hatch Beauchamp Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	As per the Consultation Response from the Community of Parishes.		N/A
235	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? To summarise, they would allow the existing road to be converted to a local route, connecting to the new Village Road bridge and providing connectivity between Ashill and Hatch Beauchamp, keeping access to properties along this route.	As per the Consultation Response from the Community of Parishes.		N/A
236	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	As per the Consultation Response from the Community of Parishes. With regard to the proposals as above from NH we cannot endorse a bridge for vehicles alongside WCH. Bickenhall Lane is a LANE and as such unsuitable for volume of traffic which this proposal would result in. Neroche Parish Council have already confirmed their villagers would use the bridge as their access to the A358 via Hatch Beauchamp. Again, your proposals would funnel excessive traffic through our rural village. There would be serious conflict with WCH and we consider this to be an accident/fatality waiting to happen both along the lane route as well as through the village. We propose a bridge for WCH plus farm vehicles only, using a security device to allow farm vehicles access to the bridge and this would replicate the existing usage of the lane.	Responding to the consultation feedback, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes

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237	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	As per the Consultation Response from the Community of Parishes	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised – refer to the relevant section of this table (from ID 74).	N/A
238	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	As per the Consultation Response from the Community of Parishes		N/A
239	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358?	As per the Consultation Response from the Community of Parishes.		N/A
240	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	As per the Consultation Response from the Community of Parishes.		N/A
241	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?	As per the Consultation Response from the Community of Parishes		N/A
242	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	As per the Consultation Response from the Community of Parishes.		N/A



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243	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction?	As per the Consultation Response from the Community of Parishes.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised, see the relevant section of this table (from ID 74).	N/A
244	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	As per the Consultation Response from the Community of Parishes.		N/A
245	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout?	As per the Consultation Response from the Community of Parishes.		N/A
246	Hatch Beauchamp Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout?	As per the Consultation Response from the Community of Parishes.		N/A
247	Horton Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
248	Horton Parish Council	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
249	Horton Parish Council	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
250	Horton Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The closure of the Cad Road junction will channel traffic along Rapps Road, including HGVs to the two Ilton Business Parks and military convoys to and from Merryfield Airfield. The scheme proposal is inadequate to safely cope with this increased traffic load on a narrow country road. The provision of a single on-slip road from Cad Road on to the southbound A358 carriageway would balance out the traffic flow better. A vehicular bridge crossing between Broadway Street and Cad Road would	National Highways has undertaken an assessment of mitigation measures that are likely to be required on local roads as a result of the traffic impacts of the scheme. The standard of Rapps Road is such that it provides sufficient capacity to accommodate the forecast increase in traffic volumes. HGVs make up only around 2% of overall traffic volumes along Rapps Road and the speed limit through Rapps is 40mph. Personal injury accident records along Rapps Road show that there have been no accidents resulting in casualties on the sections that would remain unchanged as part of the scheme for at least 20 years. The location where there have been personal injury accidents along Rapps Road is at the	No

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			maintain connectivity between Horton, Broadway and Ilton, villages which are closely linked.	junction with the A358, which would be closed and replaced with a much safer grade-separated junction as part of the scheme.	
251	Horton Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The loss of access points to the A358 and connectivity between communities and across parishes will result in increased journey times for local traffic.	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 the high volume of fast-moving traffic on the A358.  Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the faster speed of the scheme, although there are a small number of trips that would 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.  The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).	N/A
252	Horton Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	A bridge crossing the A358 for walkers, cyclists and horse riders is supported, however the proposed bridge is in completely the wrong location, too far from the end of Broadway Street and Cad Road to provide a usable link for people between Broadway, Horton and Ilton. A bridge located at the end of Broadway Street/Cad Road would provide a sustainable option for local people to access employment sites via walking / cycling rather than in vehicles via the Ashill junction.	As an outcome of statutory consultation, Jordans overbridge replaces Ding underbridge and would provide a more direct link between Horton Cross, Broadway Street and Cad Road. The track would be shared with agricultural users, classified as a restricted byway and suitable for all non-motorised users, including carriage drivers.	Yes
253	Horton Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	Henlade bypass (M5 to Mattocks Tree Green) built as phase 1, with Mattocks Tree Green to Southfields as a separate, later, phase 2.	National Highways acknowledges the suggestion. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. National Highways has produced an Environmental Management Plan submitted as part of the ES Appendices (Document Reference 6.4 Appendix 2.1) which outlines how the impact of the construction on the environment, the road network and local communities will be managed.	N/A
254	Horton Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	The PEI report describes the effects as permanent significant adverse for landscape character areas and visual receptors, best and most versatile agricultural land, designated sites and protected species, bats (due to loss and fragmentation of habitats) and Bickenhall Wood.	The assessments for landscape, agriculture and biodiversity have been revised as further information from surveys and design development have been received. The revised assessments are in Chapter 7 Landscape and visual effects, Chapter 8 Biodiversity, Chapter 9 Geology and soils and Chapter 12 Population and human health of the ES (Document Reference 6.2).	N/A
255	Horton Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	The significant levels of effect on the environment, including habitats, wildlife corridors and protected species, landscape character and visual amenity do not outweigh the benefits.	Whilst the ES (Document Reference 6.2) assesses the different environmental impacts alongside setting out appropriate mitigation measures, the Case for the Scheme (Document Reference 7.1) presents the planning balance taking into account all of the costs and benefits.	N/A
256	Horton Parish Council	Please let us know if you have any comments on the information presented in the Preliminary	The report also states that more properties will have permanent significant adverse effects from noise than those benefiting from noise reduction.	The scheme includes 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. 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	N/A

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		Environmental Information (PEI) Report.		<p>of noise insulation measures (glazing and ventilation) to minimise noise ingress to their property. This is reported in Chapter 11 Noise and Vibration of the ES (Document Reference 6.2).</p> <p>Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in Chapter 11 Noise and Vibration of the ES (Document Reference 6.2), there are 110 permanent significant adverse effects and 360 permanent significant beneficial effects identified.</p>	
257	Horton Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	Since the scheme inception in 2014, the environmental issue of climate change has risen to prominence. The ideology of this large infrastructure road corridor is out of step with current thinking, phasing out of petrol and diesel cars and the need to cut emissions by 78% by 2035 to achieve climate change 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 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 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 updated within ES Chapter 14 (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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 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 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 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 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 updated within ES Chapter 14 (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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 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>An outline Carbon Management Plan is provided as Annex K of the Environmental Management Plan (Environmental Statement Appendix 2.1, Document Reference 6.4).</p>	N/A

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258	Horton Parish Council	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
259	Horton Parish Council	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
260	Horton Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
261	Horton Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
262	Horton Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
263	Horton Parish Council	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A

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		let us know the reasons for your response			
264	Horton Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
265	Horton Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The existing connection to the A358 via Broadway Street is important to Horton residents, providing an access point for work and leisure to both north and south bound carriageways on the A358 and access via Cad Road to Ilton. It also enables those from the surrounding area, notably from Ilminster and east of Ilminster, access to Broadway for its school and doctor's surgery and village hall. It is important that traffic flows in and out of the village via Broadway Street are neither discouraged nor diverted onto local roads in Broadway, Horton and Ashill.	As part of the scheme there will be a new local road link running parallel to the A358 to connect Broadway Street with the Ashill junction. As part of the scheme additional passing places will be introduced along the existing section of Broadway Street to improve it as a key access route to Broadway and Horton. National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane.	N/A
266	Horton Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction facilitates access to and from the dualled A358 at without massive inconvenience if travelling to or from the north on the A358. The proposal will however result in rat runs developing through Broadway to access this link. Both Broadway Street and Suggs Lane are narrow, single carriageway rural lanes.	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction does not fundamentally change the connectivity to the A358. Drivers are currently able to access the A358 at the eastern end of Broadway Street. This additional link will ensure that drivers will continue to be able to access the A358 via Broadway Street. National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane.	N/A
267	Horton Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The proposal fails to provide access to Broadway off the A358 for traffic travelling from the south (from Southfields). This traffic would have to use the Ashill junction, involving an additional 3.2 miles for a round trip from Southfields roundabout, which is twice the distance compared to the Suggs Lane route. It is inevitable that those wishing to reach Broadway for medical, educational, social or employment purposes will use the shorter route via Suggs Lane, which is totally unsuitable for increased traffic as a single carriageway rural lane with a ford.	National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane. Improvements at Southfields and improved journey times on the A358 would reduce the amount of traffic using alternative routes in this area, counteracting any local re-routing of trips between Broadway and locations to the south.	N/A
268	Horton Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway	An off-slip road for northbound A358 traffic at Broadway Street would solve this issue. This has so far been refused by National Highways, justified by its adoption of the GD300, Expressway standard for the whole route.	A connection between Broadway Street and the A358 is provided via the proposed Broadway Street link and Ashill junction and this is considered to be an appropriate intervention to ensure connectivity and access to the A358 and other destinations. An additional off-slip directly onto Broadway Street would be in close proximity to the off-slip	No

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		Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response		already proposed at Ashill junction and would be very lightly trafficked, benefiting very few users and would also introduce an additional conflict point onto the A358.  Traffic modelling indicates that additional junctions, in addition to those proposed at Mattock's Tree Green and Ashill, would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	
269	Horton Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised - see the relevant section of this table.	N/A
270	Horton Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	The existing connection to the A358 via Broadway Street is important to Horton residents, providing an access point for work and leisure to both north and south bound carriageways on the A358 and access via Cad Road to Ilton. It also enables those from the surrounding area, notably from Ilminster and east of Ilminster, access to Broadway for its school and doctor's surgery and village hall. It is important that traffic flows in and out of the village via Broadway Street are neither discouraged nor diverted onto local roads in Broadway, Horton and Ashill.	As part of the scheme there will be a new local road link running parallel to the A358 to connect Broadway Street with the Ashill junction. As part of the scheme additional passing places will be introduced along the existing section of Broadway Street to improve it as a key access route to Broadway and Horton. National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane.	N/A
271	Horton Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction facilitates access to and from the dualled A358 at without massive inconvenience if travelling to or from the north on the A358. The proposal will however result in rat runs developing through Broadway to access this link. Both Broadway Street and Suggs Lane are narrow, single carriageway rural lanes.	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction does not fundamentally change the connectivity to the A358. Drivers are currently able to access the A358 at the eastern end of Broadway Street. This additional link will ensure that drivers will continue to be able to access the A358 via Broadway Street. National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane.	N/A
272	Horton Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	The proposal fails to provide access to Broadway off the A358 for traffic travelling from the south (from Southfields). This traffic would have to use the Ashill junction, involving an additional 3.2 miles for a round trip from Southfields roundabout, which is twice the distance compared to the Suggs Lane route. It is inevitable that those wishing to reach Broadway for medical, educational, social or employment purposes will use the shorter route via Suggs Lane, which is totally unsuitable for increased traffic as a single carriageway rural lane with a ford.	National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane. Improvements at Southfields and improved journey times on the A358 will reduce the amount of traffic using alternative routes in this area, counteracting any local re-routing of trips between Broadway and locations to the south.	No
273	Horton Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	An off-slip road for northbound A358 traffic at Broadway Street would solve this issue. This has so far been	A connection between Broadway Street and the A358 is provided via the proposed Broadway Street link and Ashill junction and this is considered to be an appropriate intervention to ensure connectivity and access to the A358 and other destinations. An additional off-slip directly onto Broadway Street would be in close proximity to the off-slip	No

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		Please let us know the reasons for your response	refused by National Highways, justified by its adoption of the GD300, Expressway standard for the whole route.	already proposed at Ashill junction and would be very lightly trafficked, benefiting very few users and would also introduce an additional conflict point onto the A358.  Traffic modelling indicates that additional junctions, in addition to those proposed at Mattock's Tree Green and Ashill, would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.	
274	Horton Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
275	Horton Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council responses are tailored to the section between Ashill and Southfields roundabout.		N/A
276	Horton Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	While an objective to enhance facilities for WCH is stated, the reality is that this will not be achieved and the accessibility of PRow and suitable routes will be much worse.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals for walking, cycling and horse-riding 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 (ES Appendix 2.1 Annex F, Document Reference 6.4). Public Rights of Way (PRow) would be retained as much as possible, and the scheme includes new off-road routes and new crossings. Some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	N/A
277	Horton Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Numerous footpaths that cross the current A358 will be blocked off (seven between Southfields and Stewley / Wood Road). This will make many paths dead ends and therefore unusable, with inadequate diversions and new, alternative routes put forward to maintain the connectivity of the rights of way. In addition, four road crossing points will be lost in the same section, further adversely impacting on connectivity across the road corridor. This applies to cycle routes too. The connectivity between villages will be heavily reduced.	The scheme seeks to improve connectivity and proposals for walking, cycling and horse-riding 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 (ES Appendix 2.1 Annex F, Document Reference 6.4). Eight footpaths either cross or intersect the scheme between Stewley/Wood Road and Southfields: <ul style="list-style-type: none"> <li>• Footpath CH 1/1 would be diverted through Sunnyside underpass.</li> <li>• CH 1/2 and CH 1/3 would be partially stopped-up on the southern side of the scheme and walkers would use the road link and Sunnyside underpass instead.</li> <li>• CH 1/5 would be partially stopped-up and walkers would use Ashill junction instead.</li> <li>• CH 1/21 would be fully stopped-up to avoid a dead end footpath.</li> <li>• CH 1/6 would be partially stopped-up and walkers would use Broadway Street link and Ashill junction or Jordans overbridge instead.</li> <li>• CH 2/15 and 2/16 would be partially stopped-up and walkers would use a new restricted byway and Jordans overbridge instead.</li> </ul> Three local load crossings would be stopped-up: Park Barn Lane, Thickthorn Lane and Broadway Street/Cad Road. Park Barn Lane and Thickthorn Lane are not popular cycle routes but cyclists could use Ashill junction instead. Cyclists on Broadway Street/Cad Road would be able to use the new restricted byway and Jordans overbridge. This would be	N/A

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				shared with the agricultural users, very lightly trafficked and safer and more inclusive than the existing at grade crossing.	
278	Horton Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The lack of bridge between Broadway Street/Cad Road will severely reduce connectivity for WCH users, with the proposed Ding Bridge in the wrong location to be effective, especially those needing a more direct route between the villages to employment sites. The use of local roads should not be seen as compensation for loss of rights of way, as these are not always particular suitable or safe, especially given the increase in traffic on local roads that will occur.	Responding to the consultation feedback, a new overbridge at Jordans Farm would replace the previously proposed route under the A358 through Ding bridge and strengthen the off-road network in this location. It would connect the Old A358 at Horton Cross, Broadway Street and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
279	Horton Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	As per Response from the Community of Parishes. Horton Parish Council noted their responses are tailored to the section between Ashill and Southfields roundabout.	National Highways acknowledges support for comments made by the Community of Parishes. For detailed responses to matters raised, see the relevant section of this table.	N/A
280	Ilminster Town Council	Business Case	It is the belief of ITC that the apparent flawed design of the Southfields Roundabout, allied to the failure to provide adequate access to the redesigned A358 will potentially increase the level of vehicles that are required to travel into Ilminster in order to get to Southfields Roundabout. The impact on Ilminster has not been adequately addressed in the proposals. Neither has the resultant traffic impact on Southfields Roundabout. At a time when Government are pushing environmentally sustainable transport schemes there appears to have no consideration for how cyclists are to safely navigate their way across the A358 and A303 or around Southfield roundabout.	National Highways has undertaken traffic modelling of the A358 and surrounding area including operational modelling of the key junctions along the scheme. The modelling of Southfields roundabout has been used to design mitigation measures to upgrade the roundabout such that in the 2046 design year it operates within its practical capacity during typical peak hour conditions. Checks have been undertaken on the summer period to see what impact the changes in flows during summer periods have on the operation of the roundabout. The improvements are forecast to appropriately deal with the forecast increases in traffic, reducing the likelihood that drivers seek alternative routes through the network. As such, it is unlikely that traffic would have to travel into Ilminster to access Southfields roundabout.  The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).  The speed restriction along the A358 (west) between Horton Cross and Southfields would be reduced to better manage mixed traffic flows and a new road crossing provided at the services access as part of the traffic signal control. New footway/cycleway construction would tie into the existing at the new crossing with filters for cyclists to exit or enter the carriageway. The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened to better accommodate pedestrians and cyclists. These measures contribute to a safer environment for cyclists, allowing them to avoid the circulatory carriageway at Southfields roundabout. A crossing of the A303 (south) is outside the scope of the scheme.  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). 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



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281	Ilminster Town Council	Design Failings	The A358 Technical Traffic Note provides some limited data on the performance of the scheme and within the local rural network. Although journey times are modelled to the second no similar precision is provided regarding the locations at which modelled journeys commence and finish. However, with the data available it is possible to assess that the average speed along the scheme is a modest 50mph in 2028 and 47mph in 2043. This is some way below the design speed of an Expressway and is caused by delays at and across the Taunton and Southfield roundabouts of 3 and 4 minutes in 2028 and 2043 respectively. As National Highways traffic models are constructed to reflect typical conditions on an average weekday the performance during the holiday season will be considerably worse. It is also ITC's belief that there has been an under estimation of the issues that will be caused through the routing of traffic through Ilminster as a result of inadequate junction design and provision.	National Highways responded to a request for information at statutory consultation and provided the exact start and end location of the journey times quoted in the A358 Technical Traffic Note. All junctions along the A358 corridor would operate within their practical capacity. National Highways has assessed junction performance both based on typical conditions during peak hours outside of the summer holiday season and also under summer peak conditions. The improvements are forecast to appropriately deal with the forecast increases in traffic, reducing the likelihood that drivers seek alternative routes through the network. As such, it is unlikely that traffic would have to travel through Ilminster to access Southfields roundabout. Details of junction operation, including delays during peak hours, are reported in the ComMA Report (Document Reference 7.4).	N/A
282	Ilminster Town Council	Design Failings	Highways England shows no empathy regarding the effect of the proposed design on the social fabric of the communities through which the road passes. Access to shops, fuel, surgeries, churches, village halls, recreation, leisure and social venues, is vital to the wellbeing of the local parish communities. Except for the clear benefits of a Henlade bypass, conclusions reporting the scheme benefits on local communities are weak and subjective (PEIR, 12.9.20, 12.9.83, Table 16-1), using phrases 'likely slight beneficial', 'considered to lead to slight beneficial effect', 'improving the perception of connectivity'. There is no detailed assessment of the problems the scheme will bring to local society as required by GG 104. GG 104 defines Other Parties as people living or working adjacent to the road or using the local rural network affected by the scheme. GG 104 governance requirements arise from statutory legislation (Section 3(1), Health and Safety at Work etc. Act 1974) that mandates National Highways to reduce the risk to Other Parties to 'as low as is reasonably practical' (ALARP), a higher level of safety than required for actual road users. In spite of this statutory requirement National Highways has not mitigated the risks to Other Parties to an ALARP level. Neither has National Highways embedded design measures to avoid or reduce the adverse impact of noise and vibration as required by the NPSNN (NPSNN 5.195 and PEIR, Table 11.25). Overall, the scheme imposes adverse noise effects on 813 residential properties with only 324 benefiting. Disturbingly, National Highways can only anticipate that the scheme will lead to a slight beneficial effect on local human health. Illustrating the total lack of understanding of the locality, National Highways highlights the positive health outcome in North Curry and Stoke St Gregory, two villages well connected to the A378 some 3-5 miles distant, while ignoring the adverse impact on Hatch Beauchamp, Ashill, Broadway, Ilton and Horton, which adjoin the scheme. ITC would also consider the lack of consideration of the impact of Ilminster residents at best	The project design has been modified following the consultation process to incorporate some of the comments made by parish councils and members of the public in the consultation exercise in 2021. The revised design has been communicated to Parish Councils and the statutory bodies and formed the basis for the 2022 supplementary consultation exercise. The DCO application and supporting documents, such as the ES (Document Reference 6.2) has been based on the design resulting from consultation.  National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation, adopting GG104 principles. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	Yes

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			disappointing and at worse a failure in proper governance.		
283	Ilminster Town Council	Governance	<p>A recent response to a consultation query<sup>4</sup> demonstrates the ambiguities within National Highways' compliance with design principles and governance, a requirement placed on National Highways' Licence (5.28) and by GG 103, Sustainable Development and Design, (5.1 and Note).</p> <p>E/5.2 and Table E/5.2 are explicit that a junction at a major road intersection, i.e. the A358 Expressway and the M5, is to be a FULL grade separated junction, requiring free flowing merges and diverges. As this is not provided in the scheme National Highways defends the A358 Expressway standard by insisting Junction 25 is a grade separated terminal junction, ignoring the at-grade conflicts with other connections at the roundabout. Its own traffic analysis concludes that the roundabout and its traffic management introduce delays that totally undermine the high-performance promise of an Expressway standard. National Highways admits that both Nexus 25 and Southfields do not comply with Expressway standards but chooses to ignore E/5.1 and E/5.2 governance stating the standards that it is working to - Appendix E/F of GD 300 - are only advisory, quoting Clause E/F1.1.</p> <p>This is not the case as the Clause also directs the level of applicability to be followed in any design, and Table E/F.31 states that Table E/5.2 is applicable to Level 1 and 2 Expressways. The footnote to Table E/F.31 reinforces this point stating 'DG/E/5.2/1 [Level 1 &amp; 2] The requirements in Table E/5.2 apply. If requirements in Table E/5.2 are not applied in accordance with this it prevents future compatibility with level 3 and 4 without further major interventions'. It is symptomatic of National Highways to cherry-pick what it does and does not observe within the DMRB manuals. With regard to the Community of Parishes proposals (as supported in this document by ITC) they have been repeatedly told that several are not permitted due to non-compliance with Appendix E/F, which National Highways is now stating is only advisory. Within its response National Highways also describes the Expressway scheme as being future-proofed and compliant with anticipated future changes. With climate change measures already effecting national infrastructure projects across the UK, this claim is very questionable. (Table provided)</p>	<p>M5 junction 25 is a full-grade separated junction (and the terminal junction of the proposed A358 scheme) as it has free flowing merges and diverges between the M5 and slip roads. Figure A.6 of CD 122 Appendix A (Examples of full grade separated junction layouts) provides an example of a "Roundabout - 2-bridge configuration" which represents the M5 junction 25 layout.</p> <p>The proposed arrangement of the upgraded M5 junction 25 would provide appropriate 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. With M5 junction 25 forecast to operate within its practical capacity any delays and queues that are reported at the junction in the ComMA Report (Document Reference 7.4) are associated with the normal build up and dissipation of queues as part signal cycle, with queues for a particular movement building up when traffic lights are red and being released when they are green.</p> <p>Traffic modelling indicates that journey time savings resulting from the scheme will be in the order of 5 to 8 minutes, which demonstrates that M5 junction 25 and Southfields roundabout in the configuration proposed as part of the A358 scheme design do not undermine the performance of the scheme as a high-quality dual carriageway or the scheme objectives.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</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). 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>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p> <p>National Highways have continued to gather environmental information that allows us to identify the potential impacts of the proposed scheme and develop measures to avoid or reduce them. This process is known as an Environmental Impact Assessment (EIA). The ES reflects the evolution of the design of the scheme and is submitted as part of our DCO application (Document Reference 6.2)</p>	N/A
284	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane?	The route should be built as a D2AP road, with governing DMRB documents CD 109, CD 127, CD 122 and CD 116.	The A358 scheme is a dual carriageway and will have all-purpose trunk designation. National Highways are adopting the latest design standards for the A358 scheme as part of the DMRB and this includes CD 109, CD 127, CD 122 and CD 116.	N/A

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285	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The route should be built as a D2AP road, with governing DMRB documents CD 109, CD 127, CD 122 and CD 116.	The A358 scheme is a dual carriageway and will have all-purpose trunk designation. National Highways are adopting the latest design standards for the A358 scheme as part of the DMRB and this includes CD 109, CD 127, CD 122 and CD 116.	N/A
286	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	National Highway's conclusions on Human Health, Noise and Vibration highlights the mediocrity of the scheme as currently designed. North Curry and Stoke St Gregory, villages miles away from the direct impact of the scheme, are the sole identifiable beneficiaries. It is also damning that the Expressway will subject more residential properties to noise and vibration (813) than those that benefit from less (324). For the rest, National Highways can only point to a 'likely slight beneficial effect' on health across the local area, whilst ignoring the adverse impact on communities lying adjacent to the Expressway.	The 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. 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 Chapter 11 Noise and Vibration of the ES (Document Reference 6.2).  Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in Chapter 11 Noise and Vibration of the ES (Document Reference 6.2), there are 110 permanent significant adverse effects and 360 permanent significant beneficial effects identified.	N/A
287	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Both the Staple Fitzpaine Road and Bickenhall Lane are single lane roads, with insufficient passing points. Neither road is suitable or wide enough to withstand the increased traffic of farm vehicles and other business delivery vans, lorries, and cars. This will have a dramatic impact on all those who live on, or near, the lane or use the lane for their leisure purposes.	National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).  National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Staple Fitzpaine Road, therefore no additional improvement works to the existing layout are considered to be required.	N/A
288	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	If both Staple Fitzpaine Road and Bickenhall Lane are to be the main access points, there are improvements required to the road which are vital for both road safety and quality of life for those who live in the immediate area. These improvements are as follows: - Upgrading the route to include more passing points to be created in both Staple Fitzpaine Road and Bickenhall Lane. These single-track roads do not currently have enough passing points, meaning all vehicles, large and small, are frequently required to reverse a significant distance to enable the flow of traffic. This is clearly a safety issue which needs to be addressed.	Bickenhall Lane would no longer be open to through traffic after the scheme is implemented.	Yes
289	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These improvements are as follows: The Staple Fitzpaine Road will need re-surfacing as much of the carriageway has been worn away. There are sections of the route that about a deep stream bed, which even with the current limited traffic flows, continually has issues with collapsing into the stream. This will be greatly exacerbated by the increased traffic levels.	National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Staple Fitzpaine Road.  The condition of the road and requirement for re-surfacing would be a matter for Somerset Council as the local highways authority and their forward plans for maintenance and renewal works.	No
290	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and	Do you have any other comments about our plans for Section 3:	These improvements are as follows: The bridge on the Staple Fitzpaine Road is not robust enough to accommodate any increase in traffic flow, and therefore, needs to be improved. The banks fall away to the side of the bridge,		No

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	Orchard Portman with Thurlbear	Griffin Lane to Ashill junction?	with over a 3-metre drop, with very weak barriers currently in place. There will be a greater risk of vehicles going off the road, into the river, due to increased traffic and congestion.		
291	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These improvements are as follows: Due to the increased traffic, which will be experienced in both the villages of Bickenhall and Staple Fitzpaine, we would like traffic calming measures in both villages, in the form of Village Gateways and road markings to encourage drivers to slow down.	National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling through Bickenhall or along Staple Fitzpaine Road.  National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	No
292	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These improvements are as follows: Both Staple Fitzpaine Road and Bickenhall Lane, like many roads in Bickenhall, often flood in the winter months, making it impassable. We wish to know how the road drainage will be improved.	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate). Therefore, surface water generated by any additional hardstanding is controlled to predevelopment runoff rates. Furthermore, existing surface water flow routes have been taken into account to ensure surface water is not inadvertently directed towards sensitive receptors.  For existing local roads, drainage is the responsibility of Somerset Council as the local highways authority.	N/A
293	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These improvements are as follows: To aid the noise reduction from the A358, and the general environmental impact to the community, we would like the planting of trees and hedges along the road, with high banks where the topography allows, to act as noise barriers.	The use of trees to act as acoustic screening to minimise noise 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.  The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This is reported in Chapter 11 Noise and Vibration of the ES (Document Reference 6.2).	N/A
294	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These Improvements are as follows: To mitigate the additional noise, we insist on a low noise road surface for the A358	The scheme will include a low noise surface to minimise noise generation in all locations.	N/A
295	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	These improvements are as follows: Currently there is no lighting on either the Staple Fitzpaine Road, Bickenhall Lane or our section of the A358, we would like this to remain the same, to avoid any further light pollution.	Lighting would only be proposed at M5 junction 25, the Nexus 25 signalised junction and Southfields roundabout. Modifications to existing lighting on local roads will also be required where the scheme proposals affect these, for example at Stoke Road.	N/A
296	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The route should be built as a D2AP road, with governing DMRB documents CD 109, CD 127, CD 122 and CD 116	The A358 scheme is a dual carriageway and will have all-purpose trunk designation. National Highways are adopting the latest design standards for the A358 scheme as part of the DMRB and this includes CD 109, CD 127, CD 122 and CD 116.	N/A
297	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane	The current proposed layout for the bridge is over engineered and should utilise the existing Bickenhall Lane infrastructure as much as possible to reduce the destruction of agricultural land. Neroche Parish were	Responding to the consultation feedback, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby	Yes

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	Orchard Portman with Thurlbear	to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	dismayed to not be shown the options for the bridge layout which Hatch Beauchamp have seen. Of the four options, option 4 is the preferable route as it reduces the land tarmacked over and will act as a speed reduction layout for Bickenhall Lane.	landowners for agricultural access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.  The proposed layout at Bickenhall Lane is Option 4. It is considered to provide a lower impact on the adjacent ancient woodland and reduced severance of habitat connectivity and so provides the best option from a biodiversity perspective. It is considered to be beneficial to walking, cycling and horse-riding users as there will be less traffic using Bickenhall lane.	
298	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	Pursuance of this 'Expressway Corridor' vision has distorted the thinking behind the current A358 improvement. National Highways attempts to obscure this failure by not including the congestion at the roundabouts in the issues needed to be resolved nor within the road typology (Paragraph 1.2.9). Rather National Highways transfers blame for congestion onto the link between the roundabouts. Contrary to what National Highways implies the current A358 and surrounding area has an accident rate lower than the national averages (Paragraph 12.6.69), and east of Thornfalcon there is no evidence of traffic joining the A358 being the cause of congestion. The rationale for building an Expressway to improve safety and reduce journey time across the scheme lacks evidence.	A comparison of the accident rate of the existing road against a national average accident rate is documented in the ComMA Report (Document Reference 7.4). This indicates that the existing road is less safe than the national average expected of a strategic A road of the existing standard. Furthermore, dual carriageways are significantly safer than single carriageway roads as they reduce the number of incidents related to dangerous overtaking and junction turning movements. The upgrade to dual carriageway will therefore bring a step change in safety along the A358 corridor.  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) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.  Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity.  The form of the Nexus 25 junction has been amended to be a signalised crossroads. This will allow the junction operation to be linked to nearby M5 junction 25 and will also allow a pedestrian crossing facility to be incorporated into the junction without negatively impacting the capacity available to vehicles at the junction.	N/A
299	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	Although the PEIR never mentions Expressways it is designed in part to GD 300 standards, the title of which is General Principles & Scheme Governance, Requirements for new and upgraded trunk roads (Expressways). GD 300 is within a library named Design Manual for Road and Bridges (DMRB) and as the title suggests provides governance over National Highways design. GD 300 stipulates that the whole standard must be applied within an Expressway scheme. A key component of an Expressway is that all junctions are required to be at full-grade separation (Paragraph E/5.2), but the scheme fails this requirement as the link terminates at at-grade roundabouts, one even has traffic lights. In this situation GD 300 governance directs National Highways to categorise the scheme as an All-Purpose Trunk Road (Paragraph E/5.1) built according to CD 109 standards (Highway link design) with all other design requirements re-evaluated (Paragraph E/1.4). This governance related directive does not permit a departure from standards (Table E/F.31) and is in place to ensure that schemes are efficient and provide value for money, a mandate placed upon National Highways by its Licence (Paragraph 4.2d). If governance had been	M5 junction 25 is a full-grade separated junction (and the terminal junction of the proposed A358 scheme) as it has free flowing merges and diverges between the M5 and slip roads. Figure A.6 of CD 122 Appendix A (Examples of full grade separated junction layouts) provides an example of a "Roundabout - 2-bridge configuration" which represents the M5 junction 25 layout.  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.  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.  The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both	N/A

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			<p>followed the scheme would have followed a simpler, cheaper design, evidenced within the 2019 Scheme Assessment Report (SAR) conclusion that the route could be simplified if Expressway standards were not applied (Paragraph 7.1.8, SAR).</p>	<p>scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to junction 25, a grade separated junction is not considered to be feasible at this location.</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). 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>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.</p>	
300	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	<p>GG 101, General Principles &amp; Scheme Governance, states the verb 'shall' is an explicit requirement placed on National Highways by DMRB governance. The scheme encompasses three at-grade roundabouts, which means it fails the junction requirements of an Expressway as detailed in E/5.2 and must be categorised as required by E/5.1. E/5.1 Highway links shall be designed in accordance with CD 109 (i.e. Table A.2). E/5.2 Expressways shall be designed in accordance with the requirements of Table E/5.2.</p>	<p>DMRB GG101 confirms that requirements with the verb form "shall" can be varied through the use of departures or in limited situations as relaxations.</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>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>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme. The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site and to the Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to Junction 25, a grade separated junction is not considered to be feasible at this location.</p>	N/A

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				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). 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.	
301	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	An evaluation of the Preferred Route compatibility with GD 300 requirements should have been undertaken at the commencement of Stage 3, at which point DMRB governance should have directed a decision to categorise the route as a D2AP road. Governing DMRB documents would then be CD 109, CD 127, CD 122 and CD 116, which superseded the Volume 6 equivalents employed during Preferred Route selection.	The A358 scheme is a dual carriageway and will have all-purpose trunk designation.  National Highways are adopting the latest design standards for the A358 scheme as part of the DMRB and this includes CD 109, CD 127, CD 122 and CD 116.	N/A
302	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	It is extraordinary that National Highways is proposing to build an Expressway, a sub categorisation of a Motorway, yet does not use the name itself in any documentation presented at the Statutory Consultation. National Highways only refers to GD 300 standards once, in Table 3.1 to record that the imposition of GD 300 standards is the reason all current at-grade junctions along the A358 are to be closed. The fly-through video of the scheme has shocked local people by the extraordinary complexity of the dual carriageway and junctions, the excessive scale of the central reserve, the extravagance of the boundary and drainage system and the overall urbanisation of what is a country road. The build specification of an Expressway has clearly led to a large inflation of the cost of the scheme. Compounded by the Stage 2 decision to abandon the free-flowing grade separated junction with the M5 the Benefit-to-Cost Ratio is now at the very low level of 1.2 (Paragraph 7.1.3, A358 Technical Traffic Note). National Highways' insistence in proposing a high cost Expressway jeopardises the viability of the whole scheme..	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.  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.  The Benefit-to-Cost Ratio (BCR) is updated as the scheme design evolves. The BCR for the scheme has improved relative to the option selection stage, where a BCR of 1.21 was reported as part of the Preferred Route Announcement. There are several reasons for this, including changes made to the scheme design, but also changes in external influences such as the inclusion of upgrades along the A303 corridor which now have planning consent in our traffic forecasts, which results in more traffic travelling along the A358/A303 corridor. The latest BCR is reported in the ComMA Report (Document Reference 7.4).	N/A
303	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	Neroche Parishes agree with development but would prefer slip roads at Village Road.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	No
304	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358	The parishes are neutral in their view of this proposal. It will have an inconsequential impact on the traffic through Ashill. The Community Mitigation Proposals provided would be preferable. The Stewley Link will exacerbate severance of the Ashill parish and	The Stewley Link provides improved access for traffic traveling between Stewley and the Ashill junction and therefore could be considered to reduce the effects of severance on Stewley.  As part of the Economic Appraisal of the proposed A358 scheme, a series of non-	N/A



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	Orchard Portman with Thurlbear	to connect Stewley with the Ashill junction and provide access to the A358?	create difficulties for farmers working land both sides of the A358, but the parishes acknowledge the benefits to WCH users.	monetised impacts were assessed in addition to the monetised impacts. This included an assessment of the severance of the proposed scheme. The overall assessment on severance is considered to be neutral for the proposed A358 scheme. This is because the potential increases in severance are broadly balanced by relief of severance. The methodology and results of the Economic Appraisal is reported in the ComMA Report (Document Reference 7.4).	
305	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction achieves some of this objective. Accordingly, there is support for National Highways' proposals for Broadway Street in this respect. However, National Highways' plans fail to provide access to Broadway, other than by the less convenient Ashill junction, for westbound A358 traffic. There is concern that those wishing to reach Broadway for medical, educational, social or employment purposes may be discouraged from doing so or would use Suggs Lane or Goose Lane, neither of which is suitable for increased levels of traffic.	National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane. Improvements at Southfields and improved journey times on the A358 will reduce the amount of traffic using alternative routes in this area, counteracting any local re-routing of trips between Broadway and locations to the south.	N/A
306	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The solution to this problem is to provide an off-slip road for westbound A358 traffic at Broadway Street. National Highways' refusal to agree to this access is justified through its adoption of the GD300, Expressway standard, for the whole route. To date, no explanation has been provided as to why adoption of this standard is more relevant to the circumstances of the route than the standard adopted, for instance, for the Sparkford to Podimore section of the A303 currently under construction. That section of the A303 will have slip roads of the type needed at Broadway.	A connection between Broadway Street and the A358 is provided via the proposed Broadway Street link and Ashill junction and this is considered to be an appropriate intervention to ensure connectivity and access to the A358 and other destinations. An additional off-slip directly onto Broadway Street would be in close proximity to the off-slip already proposed at Ashill junction and would be very lightly trafficked, benefiting very few users and would also introduce an additional conflict point onto the A358.  DMRB standards were changed after the A303 Sparkford to Ilchester Dualling Scheme submitted its Development Consent Order application, and therefore this aspect of the two schemes should not be compared with each other.	No
307	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	The path for walkers, cyclists and horse riders proposed between Broadway Street and Horton Cross via the abandoned A358 is strongly supported.	Responding to the consultation feedback, a new overbridge at Jordans Farm would replace the previously proposed route under the A358 through Ding bridge and strengthen the off-road network in this location. It would connect the Old A358 at Horton Cross, Broadway Street and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.	Yes
308	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?	The spur off the northern roundabout to Henlade is unwarranted and traffic should flow via the existing Thornfalcon Junction modified to provide the necessary connections. This would discourage a rat-run developing through Henlade and Creech St Michael. It would also reduce costs and reduce the impact the junction will have on the local landscape, including light pollution, particularly from the west. Parishes have similar concerns about a rat-run developing through Stoke St Mary, so any final design must mitigate against this outcome by restricting traffic along Ash Road. (images provided)	As the northern roundabout forms part of the Mattock's Tree Green junction, the function of which is to provide access to and from the A358 dual carriageway, there needs to be a good connection to the local road network and the slip roads at this location. The A358 will encourage traffic between the A358 and areas such as Monkton Heathfield to stay on the dual carriageway and use the route via M5 junction 25 instead of exiting or joining the dual carriageway at the Mattock's Tree Green junction.  National Highways acknowledges the concern about traffic using alternative routes along Ash Road and Stoke Road. The scheme design has been modified to provide a less direct connection between Ash Road and the Mattock's Tree Green junction. This will reduce the attractiveness of the Ash Road / Stoke Road route as an alternative route between the A358 and southern parts of Taunton.	No



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309	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for Southfields roundabout?	<p>Parishes neighbouring Southfields have used their extensive experience of using the roundabout to review National Highways' proposals regarding this section of the scheme. It needs to be repeated that to comply with GD 300 the connection between the A358 (West) and the A303 (East) should be via a free flowing full-grade separated junction. Although National Highways states this could be in a future RIS programme, the prospects of it happening in the operational life of the A358 scheme is very low.</p> <p>The graphic below shows a 2007 Highways Agency design for Southfields roundabout. It is truly disappointing that a free-flowing grade separated junction was included in that scheme proposal but not in the 2021 proposal. National Highways thinking is going backwards. (Image provided)</p>	<p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p> <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). 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 section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).</p>	No
310	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for Southfields roundabout?	<p>The fundamental deficiencies of the current National Highways proposals for the roundabout are that they will:</p> <ul style="list-style-type: none"> <li>· Create an unsafe roundabout configuration;</li> <li>· Exacerbate the already significant congestion on the 5 approach roads;</li> <li>· Fail to separate local traffic from long distance vehicles at this key change of direction for traffic heading between the South West and the South East.</li> </ul> <p>Instead of the limited current proposals, all the following design changes to the roundabout are essential.</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 new interventions at the roundabout, such as the segregated left turn lane, have been designed in accordance with DMRB standards to ensure the design is safe and provides the capacity to cater for forecast traffic demand. The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).</p>	N/A
311	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	<p>The western end of the service road should terminate at the existing Staple Fitzpaine junction. However the bridge should be moved back to its original location to cross the A358 at the end of Staple Fitzpaine road. Local residents of Neroche Parish disagree that the Hatch Beauchamp overbridge should be moved about 250m Northwest.</p>	<p>The 'service road' provides important connectivity between Ashill and Hatch Beachamp via the proposed Village Road overbridge which also connects into Staple Fitzpaine Road.</p> <p>The relocation of the Village Road overbridge further north-west was taken following consultation feedback and support for this proposal.</p>	No
312	Neroche Parishes of Bickenhall, Curland, Staple Fitzpaine and Orchard Portman with Thurlbear	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout?	<p>(1) The Preliminary Environmental Information Report (PEIR) introduces the scheme with the following statements:</p> <p>1.2.2. The programme of improvements, as set out in the UK government's Road Investment Strategy (RIS) made a commitment to "... upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303...".</p> <p>1.2.6. This proposed scheme proposes to upgrade the</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

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			A358 to high-quality dual carriageway between Southfields roundabout on the A303 and the M5 junction 25 at Taunton to address the traffic issues and long delays currently experienced along the route. (2) The scheme does not comply with the RIS objective as it terminates at both ends of the link at roundabouts, which are the sources of congestion. Consequently the scheme fails the RIS 1 objective of building an 'Expressway Corridor' from the M3 to Exeter and beyond, by not providing a free flowing trunk road able to sustain an average speed of a mile a minute, 60mph.	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.	
313	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	1. Introduction  1.1 This response to the statutory consultation is submitted by North Curry Parish Council. We appreciate that National Highways (NH) has provided a feedback questionnaire to enable respondents to express their views. However, as on previous occasions, the Council considers it more appropriate to comment in narrative form. We believe it helps our case to explain our reasoning. 1.2. The Council is the local government representative of approximately 1,800 residents, all of whom visit Taunton for a variety of purposes, including employment, shopping, education and leisure. Although neither the existing A.358 nor the route now proposed passes through the parish boundary, the junction at Mattock's Tree Green is located on the principal route for businesses and residents travelling from North Curry and the wider area to Taunton and beyond.	National Highways welcomes the comments raised by North Curry Parish Council.	N/A
314	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	1.3 We note that the scheme is one of those which have been allocated funding for improvements to the Strategic Road Network. It constitutes a major element of the proposal to improve connectivity between London and the south east and the south west of England, the upgrading of the A.303/A.358 corridor being regarded by business leaders as essential to unlock the region's potential for growth.	National Highways acknowledge the comments provided in relation to the scheme's funding as part of the Strategic Road Network funding allocations for the A303/A358 corridor.	N/A
315	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	1.4 From a local perspective, there has been a strength of opinion for many years that Henlade needs a bypass, which would provide clear improvements in air quality in the area, and that improved traffic flows at Junction 25 (J.25) of the M.5 motorway are long overdue.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
316	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2. Points of Access on the New Route  2.1 The existing A.358 serves as both a national and local route between the A.303 and Taunton and the motorway. Along that section of the road, there are some 30 points of access and egress, (not including those to individual properties), which allow local people and those serving them to go about their everyday business. The proposal being put forward by NH reduces those access	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.  The scheme has been designed to the standards set out in GD300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this	N/A

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			points to just two locations, at Mattock's Tree Green and Ashill.	additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
317	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	<p>2.2 Highway safety is, of course, paramount. The scheme objectives are set out in chapter 2 of the Preliminary Environmental Information Report (PEIR), but those relating to safety (and others) are better described in the Non-Technical Summary. We note, at page 3, the NH view that the existing single carriageway sections "act as congestion bottlenecks ... causing delays to road users, and they add to an increased risk of accidents ... Many road users try to avoid the traffic congestion by diverting onto smaller local roads, which then increases the level of traffic in surrounding villages."</p> <p>2.3 The way in which the scheme objectives are to be achieved is set out at page 6. Under the heading of Safety, NH claims that the scheme "will see the existing road junctions and private accesses closed with new connections and junctions provided, making journeys safer by avoiding conflicting traffic-turning movements. The proposed scheme would also improve safety by encouraging road users to use the new A358, rather than seeking alternative local routes to avoid congestion into Taunton..."</p>	National Highways acknowledges this comment. The A358 dualling will eliminate congestion and bottlenecks along the scheme, which will reduce the amount of rat running currently seen on the local road network. The closure of at-grade junctions will bring safety improvements by reducing conflicts between vehicle movements.	N/A
318	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.4 We do not know the evidential basis on which NH makes these statements, nor are we aware that this section of the A.358 has a significantly bad traffic accident record. What is clear from the Community Forum and other briefings, however, is that many of those representing local opinion are not convinced. Instead, the contrary view is expressed, that the scheme will result in an increase in traffic using the local highway network, with the dangers inherent in that. It must be acknowledged that some local roads cannot accommodate two way traffic along their entire length. (It – almost – goes without saying: we expect NH to have consulted the County Council as local highway authority on the detail of its proposals, and the County Council to have given its formal approval thereto.)	<p>The accident analysis undertaken as part of the scheme appraisal shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. That is because dual carriageways are significantly safer than single carriageway roads, with fewer overtaking related and junction related accidents.</p> <p>The methodology and results of the traffic modelling (including the road safety analysis) is reported in the ComMA Report (Document Reference 7.4).</p>	N/A
319	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.5 We have noted that the scheme will result in there being no direct access to the new route for settlements on either side of the A.358 between Mattock's Tree Green and Ashill. Following representations by the A.358 Parish Councils' Informal Group (PCIG), NH agreed to retain that length of the existing A.358 which provides access to the village road north serving Hatch Beauchamp, connecting to the new route via the junction at Mattock's Tree Green. We agree with that decision.	National Highways acknowledges the range of views expressed, including those received in support of the project.	N/A
320	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.6 PCIG has made known its objections to the reduction in access points from the local highway network to the new road. We ourselves have reservations. In this context, what particularly concerns us is the ability of the emergency services to gain access from the new road to the local highway network. The proposed restriction of	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	No

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			access to local settlements by way of Mattock's Tree Green and Ashill only will apply equally to emergency vehicles.	<p>due to entirely avoiding the need to interact with the high volume of fast moving traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. Information on this was also presented in interactive webmaps at supplementary consultation. These show that generally there are reductions in overall journey times due to the faster speed of the scheme, although a small number of 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 ComMA Report (Document Reference 7.4).</p> <p>National Highways have met with the fire, police and ambulance services during the development of the preliminary design to discuss the scheme proposals, of which they are supportive.</p>	
321	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.7 We know that PCIG has proposed the creation of an off-slip and on-slip eastbound and an on-slip westbound close to the existing junction with the Hatch Beauchamp village road south, linked to the proposed overbridge. We believe the proposal has merit; it should be examined to establish whether, if it were built, highway safety would be put at risk. It is worth noting that the junction is approximately equi-distant between J.25 and Southfields and between the proposed junctions at Mattock's Tree Green and Ashill.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	No
322	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.8 If no discussions have yet taken place with the emergency services, we would urge NH to consult with them about the ease of access to businesses and residences in the wider community which they might be required to attend. As a prime example, the services should be consulted on the benefit of retaining the means of access and egress at Hatch Beauchamp village road south, and if they express support for it, it should add weight to the PCIG proposal. We look to ensure that, in general terms, they having been consulted, the emergency services will be satisfied with the proposals set out in the scheme. If not, NH must review them in order to take account of and to resolve any concerns.	<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 the high volume of fast moving traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. Information on this was also presented in interactive webmaps at supplementary consultation. These show that generally there are reductions in overall journey times due to the faster speed of the scheme, although a small number of 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 ComMA Report (Document Reference 7.4).</p> <p>National Highways have met with the fire, police and ambulance services during the development of the preliminary design to discuss the scheme proposals, of which they are supportive.</p>	No
323	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	2.9 Since the A.358 first came into being, it has formed a crucial part of the local highway network. The NH scheme, as currently envisaged, will restrict a substantial volume of local traffic from direct access to it. If the scheme is to proceed in accordance with the planned programme, NH must demonstrate its modelling of the effects the restrictions will have on direct access, with	National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation.	N/A

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			highway safety being the critical factor, sufficient to enable it to substantiate its proposals at Planning Inquiry.	The methodology and results of the traffic modelling, including the forecast accident analysis and further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	
324	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3. The Landscape  3.1 The Council is aware that there is a body of opinion which supports limiting this scheme to a bypass for Henlade and improvements to the junctions at the M.5 and Southfields. That opinion is shared by at least one member of the Council. Nonetheless, we understand the basis on which funding has been provided, that the dualling of the A.358, together with the dualling of those sections of the A.303 as far west as Ilminster where currently there is none, forms part of the plan to provide faster connections with more reliable journey times from London and the south east to the south west.	National Highways acknowledge the comments provided in relation to the scheme's funding as part of the Strategic Road Network funding allocations for the A303/A358 corridor.	N/A
325	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.2 Whilst the decision to provide the link is understood as a matter of principle, concern remains – and is shared by the Council as a whole – about the impact that the construction of a dual carriageway along the length of the A.358 between J.25 and Southfields will have on the landscape. In particular, it will result in the loss of long established hedgerows and woodlands, as well as younger woodland planted when this road was built some 40 years ago. These hedgerows and woodlands are home to many species of wildlife, and have been so, perhaps in some cases, since time immemorial.	National Highways acknowledges North Curry Parish Council's concern over the impact of construction on the landscape and has taken this into consideration.  Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme and Chapter 8 Biodiversity reports on hedgerows and woodland.	N/A
326	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.3 The comprehensive work undertaken by NH's environmental consultants, including an audit of the landscape affected, is set out in the PEIR. NH clearly recognizes the impact that the scheme will have. We share the view (at para. 7.11.2) that "The greatest long-term and visual effects of the proposed scheme options will be experienced where the proposed scheme deviates from the existing road corridor and where new junctions or overbridges are proposed."	National Highways welcomes support for research into the environmental impact of the scheme.	N/A
327	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.4 Those effects are clearly identified in Table 8-11, where we note that of the 11 categories identified as arising during the construction phase, seven are described as "permanent/irreversible", three are described as "permanent", and only one is described as "temporary/reversible". We note too that a number of engineering design measures are proposed to avoid significant adverse environmental effects, such as habitat loss, and that the scheme includes mitigation within the construction phase to avoid or reduce the inevitable impacts it will have. Mention is made of an intention to "create large areas of tree planting within existing hedgerows to strengthen the landscape character of the rural landscape." We would ask specifically that, when that work is undertaken, NH commits to protecting, as far as is practicable, any wildlife habitats which might be disturbed as a consequence.	National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. These 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. These areas of habitat creation will be subject to specific management to maximise their value to local wildlife. Where the establishment of these habitat creation measures i.e. tree planting, pond excavation, have the potential to cause disturbance to existing wildlife populations, the works would be undertaken using appropriate methods and at the appropriate time of year to reduce any impacts.  National Highways has produced an Environmental Management Plan submitted as part of the ES Appendices (Document Reference 6.4 Appendix 2.1) which outlines how the impact of the construction on the environment, the road network and local communities will be managed.	N/A

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328	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.5 It is inevitable that the construction, much of which will be off line, will lead to the loss of many trees. We note, at para. 7.10.3, that the proposed replacement tree planting will be monitored every year for the first three years, and every two to five years for the next 12 thereafter. It is acknowledged, at para. 7.10.4, that the proposed planting will be monitored "to ensure it thrives and grows to the desired extent, so that it becomes effective as mitigation during the long-term operation of the new road infrastructure." It is not stated specifically, but we look for a commitment to a comprehensive plan to replace every tree which is lost as a result of the scheme. NH will know that it is common practice, in order to ensure replacement trees come to maturity, that at least three trees are planted for each one removed. If that is not applied in this case, we look for a commitment from NH that any replacement tree which fails during the course of the 15 year monitoring period will also be replaced.	A Landscape and Ecology Master Plan (LEMP) (Document Reference 6.4 Appendix 2.1 Annex D) has been prepared, 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.  Within this document there is a commitment to review mitigation planting on an annual basis for the first 5 years, with any dead, damaged or diseased specimens to be replaced in the next available planting season with others of similar size and species.  It may not be practical or desirable to replace any tree which fails during the course of the 15-year monitoring period. Some mitigation types will be planted at densities that may require thinning at certain times to best achieve best growth, canopy cover, and establishment to deliver required environmental functions, for example habitat creation or visual screening. Failures of trees, either unforeseen or through being outcompeted, may not be replaced if the mitigation is achieving its intended outcomes in line with the overall LEMP.	N/A
329	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.6 The documents published by NH which provide detail of the scheme proposals include a fly through video. That video shows wide areas of embankment along the route which appear to be just grass. If this is an accurate portrayal, it would change the character from that of the existing road, where vegetation in the form of hedgerows and woodlands is much closer to the carriageway. When the Development Consent Order (DCO) application is lodged, we look to these areas being designated with a planting scheme of native trees and shrubs.	Planting proposals are shown on the EMP (Document Reference 6.4, Appendix 2.1) submitted as part of the ES (Document Reference 6.2). Areas of tree/woodland/screening planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.	N/A
330	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.7 The video also shows long stretches of solid fencing along the route, doubtless to reduce the effects of traffic noise on adjoining properties. The video portrays no softening of the fencing with vegetation, although there does appear to be sufficient space to provide planting in front of it. The visual impact without planting will severely detract from the appearance of the corridor for road users, and we look to these lengths of fencing being screened with new planting wherever possible.	The ES (Document Reference 6.2) includes an EMP (Document Reference 6.4, Appendix 2.1) which identifies proposed tree planting and other landscaping measures to avoid, reduce, and mitigate impacts of the proposed scheme. Where is possible to do so, mitigation measures are implemented to avoid/minimise impacts on the local character and visual amenity. This includes consideration of highways and structures design, environmental earthworks, acoustic barriers, planting, and hedgerow improvements.	Yes
331	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	3.8 The impact of the scheme on the landscape will be severe. We acknowledge that a thorough audit has been undertaken, and look to a comprehensive planting scheme being put in place and maintained in the years following, so that the new highway will be hidden from view in a rejuvenated landscape.	ES Chapter 2 The project and ES Chapter 7 Landscape and visual effects (Document Reference 6.2) describes embedded and essential mitigation measures to avoid, reduce, and mitigate impacts of the scheme on landscape.	N/A
332	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4. Junction 25  4.1 Improvements to the highway network are driven by traffic numbers. The improvements proposed in respect of J.25 include carriageway widening (which is already completed), a segregated left turn lane from the A.358 eastbound to the M.5 northbound on-slip, an additional lane to the southbound off-slip, a capacity upgrade to the Nexus 25 roundabout and its link road to J.25, together with changes to the traffic light settings.	National Highways acknowledges this comment.	N/A

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333	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.2 We recall that in the first consultation round, the Pink option, which offered the best benefit-cost ratio, was predicted to generate a volume of traffic travelling between the M.5 and the A.358 sufficient to justify a separate motorway junction. With no separate junction now to be constructed, that traffic must pass through the southbound on-slip or northbound off-slip to J.25. We find it scarcely credible that the current scheme does not anticipate the necessity to provide an additional lane to either.	<p>The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative options assessment process is set out in Chapter 3 Assessment of Alternatives of the ES (Document Reference 6.2). Please refer to Section 3.1 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>The latest proposed A358 scheme design includes upgrades to the M5 junction 25, in addition to the capacity enhancements that were made through recent improvements by Somerset County Council (now Somerset Council), which opened to traffic in January 2021. The capacity requirements of M5 junction 25 and the Nexus 25 junction were revisited during the preliminary design stage to assess how the design needs to be amended to cater for the additional traffic that would have avoided passing through these junctions in the Pink option.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25, based on the current scheme proposals. 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 ComMA Report (Document Reference 7.4).</p>	N/A
334	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.3 In its reasoning for such non-provision, NH has advised us that the current scheme will attract less traffic than the Pink option, because in the case of the Pink option, "... traffic travelling between the A358 and M5 towards/from Exeter had a greater journey time saving." So we are to conclude that this scheme, now to be part of the Strategic Road Network, will result in less traffic using the route, and conversely, encourage more traffic to continue to use the manifestly unsuitable single carriageway A.303 across the Blackdown Hills. That is disappointing.	<p>The aim of the proposed A358 scheme is not necessarily to replace the A303 through the Blackdown Hills as the main route to Exeter and beyond from locations in the South East, but to increase network resilience in the area by providing a viable alternative route in the event of the A303 through the Blackdown Hills becoming congested or having to close for an incident.</p> <p>Other aims of the proposed A358 project include decreasing journey times, increasing journey time reliability and improving safety for traffic using the A358.</p>	N/A
335	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.4 The latest traffic modelling data, set out in Figure 6-1 of the Technical Note, published by NH as part of the current public consultation round, predicts that the Henlade bypass section of the new road will attract 42,000 vehicles at scheme opening (in 2028) and 52,000 in 2043. From other data in the Table, it can be seen that those figures assume an increase in traffic numbers from those in the no-scheme world of 15,000 at scheme opening and 20,000 in 2043. Assuming an equal westbound and eastbound traffic flow, that suggests a westbound traffic flow of 21,000 at scheme opening, of which 7,500 is additional traffic, and 26,000 in 2043, of which 10,000 is additional traffic attracted by the scheme.	The quoted figures have been superseded by the modelling of the latest design put forward at the 2022 supplementary consultation. The latest traffic modelling results are reported in the ComMA Report (Document Reference 7.4).	N/A
336	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.5 The prediction of additional traffic is corroborated by NH. Despite its contention in the course of comparing the current scheme with the Pink option, referred to in para. 4.3 above, NH has advised us that: "I can confirm that the extra traffic on the A358 in the with-scheme scenario when compared to the without-scheme scenario, reflects the re-routing of traffic onto the A358 from alternative routes with the scheme in place. For example, a person travelling in a car between Sparkford and Exeter may, without the scheme in place, choose to take the A303 all of the way. With the proposed A358 scheme in place, their journey is likely to be quicker if they take the A303,	<p>The aim of the proposed A358 scheme is not necessarily to replace the A303 through the Blackdown Hills as the main route to Exeter and beyond from locations in the south east, but to increase network resilience in the area by providing a viable alternative route in the event of the A303 through the Blackdown Hills becoming congested or having to close for an incident.</p> <p>Other aims of the proposed A358 project include decreasing journey times, increasing journey time reliability and improving safety for traffic using the A358.</p>	N/A

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			then the A358 to the M5 and continue southbound on the M5 to Exeter ..." We agree entirely.		
337	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.6 This scheme, if we need to be reminded, is designated as a Nationally Significant Infrastructure Project under the provisions of the Planning Act 2008 and forms part of the Government's Strategic Road Network within its Road Investment Strategy, with a cost to match, of some £27.4 billion. The scheme is, as NH acknowledges, "a critical part of this investment. It is one of several improvements on the A303 and A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond."	National Highways acknowledges this comment.	N/A
338	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.7 Given the place that the scheme has in the Road Investment Strategy, it is reasonable to assume that, for example, much of the A.358 westbound traffic of 21,000 will take the M.5 southbound. As NH has noted, a journey from the south east to Exeter (and beyond) "is likely to be quicker if they take the A303, then the A358 to the M5 and continue southbound on the M5 to Exeter." It is reasonable, too, to make the same assumption in respect of traffic travelling in the opposite direction.	National Highways' traffic model includes information about trip patterns and route choice. The forecasts presented are therefore based on the most likely route choice from all trips that would use the road network in the future.	N/A
339	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.8 To return to the current modelling data, it tells us that of the predicted 21,000 vehicles which take the A.358 westbound at scheme opening, only 5,800, i.e. 27%, will take the M.5 southbound. 15 years later, the figure is 33%. We are astonished; we ask where the remaining 73% or 67% is heading. Not, according to the data, along the A.358 westbound, or the M.5 northbound. The Road Investment Strategy articulates the intention to create a second direct link between London and the south east and the south west. Taunton is not the centre of the south west, either in business or in tourist terms. It sits alongside the route, but the final destination for the great majority of traffic will lie further to the south west.	For details of the turning movements forecast for M5 junction 25, please consult the operational model outputs in the appendices of the ComMA Report (Document Reference 7.4).	N/A
340	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.9 We question the contention that the number of vehicles which will travel along the newly built dual carriageway A.358 westbound, and then take the M.5 southbound – or that travelling in the opposite direction - will be little more than the number of vehicles which will continue to pass along Haydon Lane after scheme opening, or through the centre of Henlade, after the village has been bypassed by the new route. But that is what the latest traffic monitoring data is purporting to tell us.		N/A
341	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	4.10 Other traffic modelling data is inconsistent with the advice offered in para. 4.5 above. However, we will focus here solely on J.25. The latest version of the data should be re-examined. In our view, the evidence, supported by comments shared with us by Highways England/NH staff at different times throughout this process, demonstrates that the M.5 southbound on-slip and northbound off-slip will need to accommodate a significantly higher volume of traffic than the current version of the modelling data suggests. In that context, it poses the question of	National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25. 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 ComMA Report (Document Reference 7.4).	N/A



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			whether additional lanes should be constructed on the southbound on-slip and northbound off-slip to ease traffic flow.		
342	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.2 We have been informed of the PCIG proposal for this junction, which in relation to the NH proposal, removes the new on/off slip road from the existing A.358 to the new junction north roundabout and retains the existing carriageway west and east of the A.378 and the existing traffic signals. The initial NH response to this proposal is "Not proposed for statutory consultation but potential refinements following outcomes of statutory consultation". We are surprised by the response; we are firmly of the view that the PCIG proposal does not stand scrutiny.	National Highways acknowledges the comments made in relation to the design of Mattock's Tree Green junction layout. The proposed design as part of the DCO application accounts for consultation feedback from the statutory and supplementary consultations and is considered the most appropriate for the volume and movement of traffic in this location. This includes a change from the statutory consultation proposals where a new direct connection from Village Road to the northern roundabout of Mattock's Tree Green junction is now proposed. This is supplemented with a restricted byway and offline cycle route and dedicated walking, cycling and horse-riding crossing at the A378 Langport Road. These facilities utilise the redundant section of existing A358.	N/A
343	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.3 The underlying premise of the proposal is that "If the spur remains, the Henlade side of Thornfalcon Junction will be closed and all local and through traffic will be funnelled onto roundabout north. This will encourage a rat-run from the M5 through Henlade and from the A38 through Creech St Michael via the spur to roundabout north ... The ease of this route that emphasises its connection to the dual carriageway will be apparent on all sat-navs..."		N/A
344	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.4 The PCIG solution to this imaginary problem is to move the junction some 30 metres to the north. There is no explanation as to how moving the junction such a short distance would eliminate what is perceived as the threat of a rat-run. Nor is there an explanation as to why long distance traffic from the M.5 would leave the new A.358 which bypasses Henlade in order to pass through the centre of Henlade, thus being obliged to undertake a series of additional manoeuvres - a less safe environment for everyone - before re-joining the A.358 at Mattock's Tree Green.		N/A
345	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.5 Although NH has indicated that it is prepared to review the PCIG proposal following the statutory consultation process, it has already undertaken a comparison with its own. The "benefit" of the PCIG proposal is described as providing "a more defined 'split' between local and A358 traffic", but although "the low demand movement ... is made more direct and quicker ... the high demand movement ... is made less direct and slower." It seems to us self-evident, that in the context of this scheme, the high demand movement should be accorded greater priority over the low demand movement. We note too that against this dubious benefit "... there is likely to be blocking back of traffic to the roundabout during typical signal cycles causing queuing and possible safety risk."		Yes
346	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.6 NH also notes that "HGVs cannot track left from roundabout north onto the existing A358 (WB) without encroaching into Lane 2. A segregated left turn would need to be provided and currently there is insufficient space to provide this along with other signalised junction infrastructure." In addition, for the walking, cycling and		As an outcome of consultation, the northern roundabout at the dumbbell junction has been modified with the link to Village Road connecting into this. This allows a signal-controlled Pegasus crossing to be provided at the A378 Langport Road, between the existing A358 and Village Road link (north). The redundant A358 would be repurposed as a restricted

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			horse-riding community, "The space requirements to accommodate this crossing would further impinge on the space constraints highlighted ... East-west movement would also be more challenging. Overall this is likely to be more hazardous for WCH users."	byway and, including the Pegasus crossing, allows users to avoid the roundabout. This would be both safer and more pleasant for walkers, cyclists and horse-riders.	
347	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	5.7 The PCIG proposal is based on a false premise and its solution is to create what is a less safe route. NH's traffic modelling data is as clear an indication as any as to the effect that a bypass for Henlade will have on the volume of traffic passing through the village, and PCIG has failed to produce any evidence to refute it. As NH's initial analysis of the proposal has already identified a preponderance of disbenefits over benefits, we question why NH should look at it again following statutory consultation. For highway safety and other reasons, NH should proceed with its own scheme proposal.	National Highways acknowledges the general support received in relation to the design proposals.	N/A
348	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6. Conclusions  6.1 Before submitting its application for a DCO, NH should consult with the emergency services to ensure that those services are satisfied they can undertake their responsibilities without undue hindrance because of a limited access from the new road to the local highway network. If it proves advisable, the scheme must be amended to ensure that the needs of the emergency services are fully accommodated.	National Highways acknowledges comments provided in relation to consultation with the emergency services. The relevant prescribed bodies (the relevant fire and rescue service and police and crime commissioner) have been consulted at both statutory and supplementary consultation stages. Whilst no responses have been received to the consultations, National Highways have met with the fire, police and ambulance services during the preliminary design to discuss the scheme proposals, of which they are supportive.	N/A
349	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6.2 In particular, NH should consider the benefit of an off-slip and on-slip facility close to the existing Hatch Beauchamp village road south, as proposed by PCIG.	Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.	N/A
350	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6.3 As part of its application for a DCO, NH should publish its proposals for protecting the landscape from the most damaging effects of the new highway, together with a comprehensive plan for tree planting and other landscaping measures.	The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in ES Chapter 7 Landscape (Document Reference 6.2). 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. The environmental mitigation presented on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3) details how lost trees and vegetation will be mitigated. Areas of tree/woodland/screening planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.	No
351	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6.4 The latest version of traffic modelling data has underestimated the growth in traffic volumes, insofar as it relates to A.358 westbound traffic expected to use the M.5 southbound on-slip and M.5 northbound traffic expected to use the M.5 northbound off-slip at J.25 following scheme opening. Before proceeding with the application for a DCO, NH should re-examine the data, and within its construction plans, make provision for additional lanes to accommodate the larger number of vehicles which other evidence demonstrates is likely to use the route.	The modelling work undertaken, including the forecasting of traffic growth, follows TAG (Transport Appraisal Guidance) published by the Department for Transport. The methodology and results of the traffic modelling, including all traffic growth assumptions and details of developments incorporated into the model, is reported in the ComMA Report (Document Reference 7.4).	N/A

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352	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6.5 NH should acknowledge that the PCIG proposal for the new Mattock's Tree Green junction is less acceptable in highway safety terms, and should, as part of its application, promote its own scheme proposal for approval.	National Highways considers that the scheme proposals at Mattock's Tree Green for connecting into the existing A378 and A358 are appropriate and provide greater benefits than alternative layouts suggested by the PCIG (also known as Community of Parishes).	No
353	North Curry Parish Council	Do you have any other comments you would like to make about our proposals?	6.6 The Parish Council supports the scheme in principle, subject to the caveats expressed, and looks to the provision of new infrastructure in order to meet the needs of current and future generations.	National Highways acknowledges the general support received in relation to the design proposals.	N/A
354	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Traffic-calming measures will be required for the old A358 through Henlade to restore the residential environment and deter its use as a rat-run; there is a desire to provide this section of road to have a boulevard feel. However we are concerned that the considerable decrease of traffic on the old A358 through Henlade, as a consequence of the scheme, may encourage this from the ever growing development of Monkton Heathfield resulting in traffic jams in our communities and increased pollution, both in terms of carbon monoxide and noise. This being the case funding should be found to mitigate this affect on the Parish.	The A358 scheme will improve congestion issues and therefore travel times for the route via M5 junction 25 and Toneway. This, in conjunction with the improvements to the Creech Castle junction on the A358 Toneway, which have now been completed, will encourage some traffic that was observed to travel via Creech St Michael to switch away from that route.  The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  Future optioneering or enhancements along the full corridor of the existing A358 to Henlade would then be a matter for Somerset Council as the local highways authority.	Yes
355	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We agree with the closure of the junction between Greenway Lane and the existing A358 and that there will be no direct access to the new route from Greenway Lane.	National Highways acknowledges the support for the proposals in relation to Greenway Lane.	N/A
356	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Ruishton and Henlade suffer from frequent flooding and a considerable amount of hard surfacing will be constructed with the scheme which. If water run off is not properly contained it will add to the area's existing flooding problems as the "Henlade Bypass" runs through Flood zone 3; more than just attenuation ponds are needed. However before the construction period, care will need to be taken regarding run off and anti flood measures will need to be put in place.	The proposed drainage proposals for the scheme are based on capturing and containing surface water generated by hardstanding areas and attenuating them down to existing rates of runoff (greenfield runoff rate). Therefore, surface water generated by any additional hardstanding is controlled to pre-development runoff rates. Furthermore, existing surface water flow routes have been taken into account to ensure surface water is not inadvertently directed towards sensitive receptors.	N/A
357	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Although it is realised that the section of the old A358 through Henlade will be the responsibility of Somerset Council, we would like to see National Highways take part in a Corridor Study as proposed in the Ruishton & Thornfalcon Parish Neighbourhood Plan.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  Future optioneering or enhancements along the full corridor of the existing A358 to Henlade would then be a matter for Somerset Council as the local highways authority.	Yes

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358	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We are concerned about the levels of pollution during the construction phase of the new route and also after the completion of the scheme. What is the likely impact going to be on our local communities?	The ES (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. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in NO2 concentrations within the AQMA. 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. An assessment of construction traffic was scoped out based on the standards outlined within DMRB LA 105 Air Quality.	N/A
359	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	As we've already suffered years of disruption on our roads in Ruishton, Henlade and the surrounding areas through various Somerset Council Highways improvement schemes, there is much concern at the level of disruption this scheme will cause and the time frame of that disruption. What assurances can you provide that this is not going to deteriorate further due to ongoing construction work in the future?	National Highways recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety. National Highways has produced a Construction Traffic Management Plan which forms part of the Environmental Management Plan submitted alongside the ES (ES Appendix 2.1, Annex B, Document Reference 6.2) which outlines how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highways authority, Somerset Council to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during construction.	N/A
360	Ruishton and Thornfalcon Parish Council	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	There is reference to a large Works Compound and other smaller ones in Henlade. The exact locations need to be identified and measures put in place to manage the construction traffic in order to minimise the effect on the surrounding community and the A358.	National Highways is committed to keeping the A358 open to traffic and will seek to minimise disruption while maintaining highway safety. ES Appendix 2.1 Environmental Management Plan and Construction Traffic Management Plan (ES Appendix 2.1, Annex B, Document Reference 6.4), 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.  Following Statutory Consultation for the scheme, a revised main construction compound was put forward at supplementary consultation, as shown in the DCO submission. This is located off the A378 close to Mattock's Tree Green. The provision of a temporary bridge over the existing A358 is included in our proposals to significantly reduce the volume of construction traffic that would use the public highway during the works. As well as linking the construction site which would otherwise be severed by the existing A358, the temporary bridge also links the construction site to the construction compound.	N/A
361	Ruishton and Thornfalcon Parish Council	Do you have any other comments you would like to make about our proposals?	During the construction of the Park & Ride Site a large site containing a Roman Cemetery and also an ancient roundhouse, the largest found in England, with an associated burial ground was uncovered. A full and proper archaeological survey of this area is required before excavators move in.	National Highways acknowledge the significance of the archaeological remains found at the Taunton Gateway Park and Ride site. Geophysical survey and archaeological trial trenching have been carried out for the project and the results, along with a Detailed Archaeological Mitigation Strategy, have been presented in the ES Chapter 6 Cultural heritage and associated appendices (Document Reference 6.2 and 6.4).	N/A
362	Ruishton and Thornfalcon Parish Council	Do you have any other comments you would like to make about our proposals?	We are strongly in favour of the improvements to the section of road through Henlade and welcome the by-passing of Henlade; this will make vast improvements to traffic including congestion, air quality and quality of life.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
363	Ruishton and Thornfalcon Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	On page 27 of the Public Consultation booklet under Phase 1 Ashill, Village Road and Bickenhall Lane new bridges are mentioned but not Stoke Road over bridge. This needs to be done in Phase 1.	During phase 1 National Highways would maintain one lane open in each direction while we construct the new Stoke Road overbridge / road alongside. Stoke Road overbridge would be built in Phase 1 to ensure connectivity between Henlade and Lower Henlade is maintained.	N/A

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364	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users? Please let us know the reasons for your response	Access needs to be maintained to all the villages but we question the need for a bridge here when there will be a bridge further along at the end of Village Road. This junction should be closed off as Bickenhall Lane is far too narrow to encourage more traffic along here.	The A358 scheme has been amended in response to consultation feedback. Bickenhall Lane overbridge will be for agricultural traffic from local landowners and for walkers, cyclists, horse-riders and carriage drivers. General traffic travelling by motorised vehicles will be able to cross the A358 at the nearby Village Road overbridge instead.	Yes
365	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Without a bridge Lower Henlade will be cut off from Henlade including the villages that surround Henlade whilst access to Taunton and the M5 would be made much more difficult so we agree that a bridge should be erected. However no provision seems to have been made for pedestrians to gain access to Henlade or Lower Henlade thus cutting them off completely. We would like to see measures incorporated in the plan to ensure that this section of the road doesn't become another 'rat run'.	The Stoke Road overbridge would maintain the walking, cycling and horse-riding link between Henlade and Lower Henlade while avoiding a direct connection with the A358.  There are no footways along the existing road; the footpath diversions would have a marginal impact on the number of walkers; and the collision records do not suggest an existing safety risk. National Highways considers that the verge provided as part of our proposals (1.5m) would provide an appropriate safety margin for walkers and is consistent with existing levels of provision along Stoke Road.	No
366	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We question the need to make the proposed connection to the old A358 at the Nags Head a dual carriageway as this will become a local road and according to National Highways assumptions traffic through Henlade will be reduced by 88% when the new road is opened. To make the old road more user friendly to pedestrians, cyclists, horse riders etc one side of each dual carriageway need only be made accessible for this category. If this is not possible, and as there will be no need for the existing dual carriageway, a simple two-lane road at this point would suffice which would then deter rat running and also have the effect of cutting down the speed of traffic. It could be tied into the old dual carriageway at the Nags Head	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  Future optioneering or enhancements along the full corridor of the existing A358 to Henlade would then be a matter for Somerset Council as the local highways authority.  From Glebe Lane, a separate cycle track would run, across the A378 Langport Road and along most of Village Road link (north) for use by walkers, cyclists and horse-riders. The track would utilise the existing A358 carriageway that would be redundant because of the scheme. A signal-controlled crossing for use by walkers, cyclists and horse-riders would be provided at the A378 Langport Road. Proposals for walking, cycling and horse-riding 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 (ES Appendix 2.1 Annex F, Document Reference 6.4).	Yes
367	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Another concern is that the current A358 is planned to be used to direct vehicles travelling from Ilminster direction, to leave the new Expressway at Mattocks Tree Green, if they wish to access the Park and Ride. The Park and Ride needs to be accessed from the Expressway via a new layout of the Nexus 25 roundabout.  This would be a sensible solution for residents of Hatch Beauchamp and surrounding villages to allow safe access to the old A358.  Only in that the scheme proposes to direct traffic from the new A358 to the Park& Ride at this point via Henlade. Part of the object of the exercise is to by-pass Henlade and keep traffic on the new road so directing traffic to the Park& Ride at this point goes against this objective.	National Highways acknowledges the support provided for the Village Road link to Mattock's Tree Green junction.  For the proposed Nexus 25 junction to operate efficiently, there is a need to minimise the amount of right turning traffic from the south on the A358. This will be done by maintaining the existing access to Taunton Gateway Park and Ride from the existing A358 only. Minimising the traffic turning right means that more green time can be dedicated to the A358 mainline movement, reducing delays, congestion, and ensuring no traffic is tempted to rat-run.  Given that the Henlade bypass section of the proposed A358 scheme reduces the number of vehicles travelling on the existing A358 by around 90%, the effects of park and ride traffic from the south travelling through Henlade will be minimal.	No

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			Cannot see why the Park & Ride cannot be accessed from the Nexus round-about. It already is accessed by local traffic and M5 traffic at this point and therefore would seem to be the obvious solution. It would mean a minor adjustment to the entrances. Of course National Highways would have to consult with Somerset Council Council as they are responsible for the site.		
368	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Some traditional inks should be maintained between villages.	National Highways acknowledges the comment. Village Road overbridge provides connectivity across the A358 between Hatch Beauchamp and Ashill with further links to other villages and communities.	N/A
369	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Provision for good, safe routes should always be made available for those not using motorised vehicles allowing access for all; the use of local road networks would be seem very sensible.	Many rural roads including quiet lanes are attractive to walkers, cyclists and horse-riders and the numbers of people can be greater than the numbers of vehicles. A Local Roads Strategy has been developed in liaison with Somerset Council to consider the needs of all users including non-vehicular. Proposals for walking, cycling and horse-riding 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 (ES Appendix 2.1 Annex F, Document Reference 6.4).	N/A
370	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	However the question on section 5 directs you to page 26 of the Consultation Booklet. This page further directs you to Chapter 12 of the PEI report. There appears to be no chapter headings or, indeed, page numbers in the Preliminary Environmental Information Report, Non-Technical Summary. There are page numbers listed in the front cover index but no page numbers in the publication and counting the pages does not tie up with the numbers in the index. However back on page 26 of the Consultation Booklet some fine statements are made and it is to be hoped that the local walking, cycling, horse-riding and disabled groups have been fully consulted with and their responses considered.	Consideration of the needs of walkers, cyclists, horse-riders and disabled users has included liaison with a range of user groups. National Highways has met either online or in person with the Ramblers, Taunton Area Cycling Campaign, British Horse Society and South Somerset Bridleways Association. A number of other groups raised comments at the statutory and supplementary consultations and National Highways is responding accordingly.	N/A
371	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The A303/A358 has been promoted as the second fastest route to the South West from London so there is a strong need to upgrade the M5 junction and the Nexus roundabout to cope with the volume of traffic that will funnel through along the new A358. The current Nexus roundabout, so close to the J25 roundabout, is not ideal and could cause major disruption to the traffic flow. Perhaps a 'through roundabout' would be appropriate at this location so that the A358 traffic from the Ilminster direction could travel direct to J25 rather than having to go round the Nexus roundabout.	National Highways has undertaken operational modelling of M5 junction 25 and the Nexus 25 junction, which confirms that the junctions will operate within their practical capacity. Following statutory consultation, the form of the Nexus 25 junction has been amended to be a signalised crossroads. This will allow the junction operation to be linked to nearby M5 junction 25 and will also allow a pedestrian crossing facility to be incorporated into the junction without negatively impacting the capacity available to vehicles passing through the junction.	Yes

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372	Ruishton and Thornfalcon Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There also needs to be safe and separate provision made for pedestrians, dog-walkers, cyclists and disabled users, particularly at the M5/P&R/Nexus junctions as it will be heavily used by these categories of people.	A dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction would be maintained as part of the scheme, as per existing. The form of the Nexus 25 junction has been revised following the consultation, to be a signal-controlled crossroads. The signal control would include dedicated crossings for pedestrians and cyclists, to link with the off-carriageway routes already provided around the junctions.	Yes
373	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	In Stoke St Mary Parish we have a fundamental issue with the impact of the current design for the Mattocks Tree Junction and its influence upon traffic on Ash Road.	National Highways acknowledges the concerns raised and has amended the scheme design as detailed in the detailed responses below.	Yes
374	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	<p><b>ASH ROAD</b> We have major concerns regarding traffic electing to exit at the new and very inviting Mattock's Tree Green Junction, heading up Ash Road and through Stoke St Mary to access a number of large schools/colleges and businesses in South Taunton. The current route from the M5 J25 is already very convoluted since SCC closed the Old Ilminster Road access via Blackbrook. Expressway traffic and local traffic needs greater separation. The proposed arrangement of the two roundabouts giving access to the M5 will generate congestion and will cause drivers to look for alternative (rat runs) through the local villages.</p> <p>Indeed, your traffic modelling shown in Figure 9.1 of the Technical Note highlights that greatest traffic impact throughout the whole scheme is on Ash Road and into South Taunton. Despite many requests, we only received the actual traffic modelling figures a few days before the consultation finished, and as such our parishioners will not be aware of this in their responses.</p> <p>The predicted traffic flows highlight a huge increase in daily flows progressing along Ash Road (237%, 129% &amp; 64%) to Stoke St Mary, and still very significant increases through the village accessing South Taunton (59%). These figures demonstrate this new junction promotes a new rat run to access South Taunton, hence our great concern. The road into Stoke St Mary from Ash Road is already extremely narrow and tortuous, with few passing places leading to gridlock, so any additional traffic would have a major impact upon WCH and the existing local traffic. There are over forty horses in seven establishments within the village of Stoke St Mary and more in the rest of the parish. Many people cycle and more walk. During lockdown we saw what was possible when traffic was only generated locally. The community is preparing a traffic strategy for the village which will also be improved by the closure of Greenway Lane and the reduction of traffic through Lower Henlade. All this is dependent on reducing traffic down the Ash Road rat run.</p>	National Highways acknowledges the concern about traffic using alternative routes along Ash Road and Stoke Road. The scheme design has been modified to provide a less direct connection between Ash Road and the Mattock's Tree Green junction. This will reduce the attractiveness of the Ash Road / Stoke Road route as an alternative route between the A358 and southern parts of Taunton.	Yes
375	Stoke St Mary Parish Council	Do you have any other comments you would like	<p><b>ASH ROAD</b> Ash Road should not be connected to the Mattocks Tree Hill Junction to prevent this dramatic increase in traffic.</p>	National Highways does not consider it feasible to disconnect Ash Road from the A358 altogether as access between Ash Road and the A358 needs to be maintained for residents and businesses located along Ash Road. However, the scheme design has been modified	Yes

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		to make about our proposals?	Stoke St Mary residents have alternative routes, while West Hatch residents can use Griffin Lane to access the now included Village Road connection to Mattock's Tree Hill. Adopting the Joint Parishes proposal with additional access points to the new A358 near Hatch Beauchamp would help this proposal.	to make the connection from Ash Road to the Mattock's Tree Green junction less direct and therefore less attractive to through traffic.	
376	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	ASH ROAD Other mitigation methods should also be seriously considered, such as re-opening the Old Ilminster Road access via Blackbrook to aid access to South Taunton via J25. We would strongly recommend enlarging your "red lines" to incorporate this short section of Old Ilminster Road at this stage to ensure this option is kept alive.	The possibility of reopening Old Ilminster Road to general traffic has been discussed with Somerset Council.  Such proposal would not be supported by Somerset Council on the basis that the bus gate is an essential component of bus priority measures in the town that would be lost if the road were to be shared with general traffic. The Council approved a Bus Service Improvement Plan in October 2021 (reviewed in October 2022) and loss of the bus gate would be in direct contradiction of it.	No
377	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	ASH ROAD Equally, the "Quiet Lanes Scheme" in Cornwall where through traffic is banned from the narrow country lanes would be an ideal model for Stoke St Mary Parish. (See <a href="https://www.cornwall.gov.uk/council-news/transport-streets-and-waste/more-news-stories/views-sought-on-plans-to-replace-truro-rat-runs-with-walking-and-cycling-network/">https://www.cornwall.gov.uk/council-news/transport-streets-and-waste/more-news-stories/views-sought-on-plans-to-replace-truro-rat-runs-with-walking-and-cycling-network/</a> ). Could a similar model be incorporated as part of the whole scheme?	National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	No
378	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	ASH ROAD Lastly could the Mattock's Tree Green Junction be redesigned to reduce the "appeal" as a rat run, with a more convoluted and lengthy access via the access road recently added to the Nightingale Farm Units.	National Highways acknowledges the concern about alternative routes along Ash Road and Stoke Road. The scheme design has been modified to provide a less direct connection between Ash Road and the Mattock's Tree Green junction. This will reduce the attractiveness of the Ash Road / Stoke Road route as an alternative route between the A358 and southern parts of Taunton.	Yes
379	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	Traffic management/mitigation measures must be agreed in conjunction with SCC and be ready for implementation on the day the proposed A358 opens. It is unacceptable for National Highways to create a significant problem off the line of their scheme and leave it to Somerset Council to find a solution. We need National Highways to directly ensure budgetary provision within the A358 scheme for SCC to implement a solution, or provision of separate Designated Funds.	National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).	Yes
380	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	VISUAL IMPACT (Nexus to Lower Henlade) The visual impact of the proposed road will have a significant adverse effect on all the dwellings and footpaths in the hamlet of Haydon, Arundells Farm and the dwellings and footpaths on the road between Henlade and Stoke St. Mary. Bunding, planting, and acoustic fencing will be essential on the south side of the proposed A358, all the way from Nexus to Lower Henlade where the road is on an embankment, to screen the road (head and tail lights and noise pollution) from these dwellings. If street lighting is to be provided on the Nexus roundabout, it should be directed onto the carriageway surface with minimal light spillage and not extend along the new road.	Detailed modelling of the spread of noise has been undertaken and noise mitigation in the form of bunds and noise fence barriers have been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This includes noise barriers and bunding along the south side of the new A358, either side of Stoke Road. This is reported in the Environmental Statement (ES) (Document Reference 6.2).  Due to the location of the floodplain within this area bunding for the purpose of visual screening is not possible in this location. Details of proposed embedded mitigation are provided with ES Chapter 2 The project (Document Reference 6.2), and presented on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3). This includes a mix of woodland planting, hedgerows with trees, and enhancement of existing hedgerows between properties and the scheme.	N/A
381	Stoke St Mary Parish Council	Do you have any other comments you would like	GENERAL An Expressway that begins at a roundabout notorious for	As part of the scheme design M5 junction 25, the Nexus 25 junction and Southfields roundabout will all be improved. Operational modelling of the junctions indicates that they	N/A



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		to make about our proposals?	delays and ends at closely positioned double roundabouts is absurd design.	will operate within their practical capacity. The existing congestion at these junctions indicate that they currently regularly exceed their operational capacity.	
382	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	GENERAL The Henlade bypass is essential, beyond that, better design of access and egress from the M5 and the A303 would achieve 95% of the benefit of the current scheme at half the carbon footprint.	National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also 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.	N/A
383	Stoke St Mary Parish Council	Do you have any other comments you would like to make about our proposals?	GENERAL Do bear in mind that the very late release of predicted traffic data using Ash Road and through Stoke St Mary is unlikely to be reflected in the views of our parishioners given their lack of awareness, and so this issue in Parish Council submission must be given additional due consideration.	National Highways has taken the feedback about concern of the scheme's impact on Ash Road and Stoke St Mary on board and has amended the scheme design to address this.	Yes
384	West Hatch Parish Council	At Capland, which option would you prefer to provide a connection between local villages in this area? Please tick one choice	See: Para 8. General – and the 'Response from the Community of Parishes'.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
385	West Hatch Parish Council	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	II. National Highways's conclusions on Human Health, Noise and Vibration highlights the mediocrity of the analysis for the scheme as currently designed. North Curry and Stoke St Gregory, villages miles away from the direct impact of the scheme, are the sole identifiable beneficiaries. It is also damning that the Expressway will subject more residential properties to noise and vibration (813) than those that benefit from less (324). For the rest, National Highways can only point to a 'likely slight beneficial effect' on health across the local area, whilst ignoring the adverse impact on communities lying adjacent to the Expressway.	The 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. 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 Chapter 11 Noise and Vibration of the ES (Document Reference 6.2).  Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in Chapter 11 Noise and Vibration of the ES (Document Reference 6.2), there are 110 permanent significant adverse effects and 360 permanent significant beneficial effects identified.	N/A
386	West Hatch Parish Council	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	See: Para 8. General – and the 'Response from the Community of Parishes'.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
387	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	I. The congestion on the A358 would be solved by the provision of a Henlade by-pass and proper graded junctions at the Junction25/Nexus and Southfield roundabouts. No evidence has been provided demonstrating the need to dual the A358 East of Mattocks Tree Green. This would save millions of pounds, preserve the rural environment and take proper account of the needs of the local communities.	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 ES (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information.  National Highways acknowledges the support for a bypass of Henlade, however the section between Thornfalcon and Southfields is also required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No

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388	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	II. The RIS strategy is flawed. Creating an urban motorway channelling more A358 traffic onto the M5, the current single main route to the West Country, will increase the overloading and congestion on the M5, which is already unacceptably compromised. The logic of providing a second up-graded main route to the South West A303/A30 via the Honiton by-pass is irrefutable. As a professional engineering organisation held to ethical standards NH should have made this quite clear to Government and sought redress.	The A358 will be a high quality dual carriageway, not an urban motorway. 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 ComMA Report (Document Reference 7.4). 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.	N/A
389	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	VI. During the 2021 consultations ten parishes that lie directly within the scheme developed proposals that would mitigate the adverse impact of the scheme to an ALARP level. The process was complicated by constant changes in scheme design, It is unacceptable that National Highways excluded the Joint Parishes proposals from all statutory consultation material, including DCO preparatory documents like the PEIR.	Section 47 of The Planning Act 2008 places a requirement for an applicant to consult with local authorities on the proposed Statement of Community Consultation and requires local authorities to respond to the applicant within 28 days of receipt of the request. In this instance they were Somerset County Council, South Somerset District Council and Somerset West and Taunton District Council (which were all subsumed into the new unitary authority of Somerset Council in April 2023). This consultation took place between July and August 2021. National Highways has had due regard to the responses received from the local authorities in developing the final published Statement of Community Consultation.  National Highways engaged regularly with local communities, including holding briefings and Community Forum events with parish councils in the run up to consultation period. The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. National Highways advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report (Document Reference 5.1). That has provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.  National Highways informed parishes and local communities of the timing, as far as it was able to based on governance procedures it must follow, during a number of Community Forum events and parish council briefing sessions. During the Community Forum events in March and May 2021, attendees were informed that the consultation would take place in 'Autumn 2021'. National Highways were able to confirm that it would take place in October during the local authority and parish council briefing events in September 2021.	N/A
390	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	VII. The Statutory Consultation exposes serious breaches in the governance of this National Highways scheme. Unequivocally, governance does not permit the building of a 9-mile Expressway, a sub-category of Motorways, to link roundabouts. The proposed design is extravagant in land usage, unnecessarily cutting a great, environmentally damaging, swathe through a rural landscape at an unacceptable cost to the tax-payer. Except for the Henlade by-pass the Expressway gives very little back to the local community, adversely impacting their safety and wellbeing so that commuters and seasonal holiday travellers can speed to, and queue at, a roundabout before joining an already overloaded M5. The Henlade by-pass and redesign of the two roundabouts should be completed before any consideration is given to dualling east of Thornfalcon. In that event, mitigation proposals given by local parishes, as an honest attempt to reconcile the adverse impact of the scheme, should be incorporated. It goes against all principles of governance that Community Mitigation Proposals are dismissed by exploiting compliance criteria	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.  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.	N/A

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			within DMRB GD 300, whilst ignoring the non-compliance of National Highways' own scheme proposals. If, in the first instance, the Henlade by-pass and redesign of the roundabouts do not deliver the scheme objectives, governance requires National Highways to redesign the scheme as an All-purpose Trunk Road following CD109 Highways Link design criteria. Incorporating the proposed mitigation, this perfectly adequate specification, will provide a route usable to all travellers, local and distant.		
391	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	<p>CONSULTATION PROCESS</p> <p>I. The PEIR was not available prior to the consultation. It is not possible to review a major document and accompanying data within 6 weeks. A longer consultation period was requested but denied. The consultation date was only published just before the start, contrary to the experience of other consultations which have been given a two month notice period as well as a two month consultation period.</p> <p>II. No meetings with the 12 individual parishes involved were factored into planning the consultation process.</p> <p>III. There were only 3 face to face events, one of which was in a room that was far too small with viewing materials cramped. People had to queue outside and some people left as there was not sufficient parking. Only one event was held outside normal working hours and that event at one end of the route.</p> <p>V. Webinars starting with a slide stating 'The story so far' – are inappropriate and offensive to the hundreds of people whose daily lives and livelihoods will be adversely impacted by the proposed scheme. The facile statement exemplified the apparent disregard NH seems to have for local communities.</p>	<p>Section 47 of The Planning Act 2008 places a requirement for an applicant to consult with local authorities on the proposed Statement of Community Consultation and requires local authorities to respond to the applicant within 28 days of receipt of the request. In this instance they were Somerset County Council, South Somerset District Council and Somerset West and Taunton District Council (which were all subsumed into the new unitary authority of Somerset Council in April 2023). This consultation took place between July and August 2021. National Highways has had due regard to the responses received from the local authorities in developing the final published Statement of Community Consultation.</p> <p>National Highways engaged regularly with local communities, including holding briefings and Community Forum events with parish councils in the run up to consultation period. The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. National Highways advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report (Document Reference 5.1). That has provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.</p> <p>National Highways informed parishes and local communities of the timing, as far as it was able to based on governance procedures it must follow, during a number of Community Forum events and parish council briefing sessions. During the Community Forum events in March and May 2021, attendees were informed that the consultation would take place in 'Autumn 2021'. National Highways were able to confirm that it would take place in October during the local authority and parish council briefing events in September 2021.</p>	N/A
392	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	<p>VI. The staff at the face to face events were frequently evasive when asked simple questions viz: 'Why is the Southfields roundabout not being fully upgraded?' NH's answer - 'Because it will funnel more traffic down the A358.' This is in total contradiction to the supposed reason for dualling the road. Similarly, when asked to explain why NH thought the environmental damage that full dualling will cause was acceptable, the answer was that we should be looking at what 'nuclear' developments were doing to the environment and not questioning NH.</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). 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 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</p>	N/A

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				we have adopted are described in the Environmental Statement (ES) (Document Reference 6.2).	
393	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	VII. There was no information available on the costs of the project nor details of Cost Benefit analyses and how they were sourced and evaluated.  I. There was no information available on the costs of the project nor details of Cost Benefit analyses and how they were sourced and evaluated.	At the time of the statutory and supplementary consultations work was ongoing to update the economic appraisal to reflect the latest scheme design. The value for money assessment involves quantifying both benefits and costs and these can only be finalised once the scheme design has been frozen following incorporation of design changes based on feedback received from consultation. Both the benefits and the costs have now been updated after full consideration of consultation feedback. Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the ComMA Report (Document Reference 7.4).	N/A
394	West Hatch Parish Council	Please let us know if you have any comments on our proposals for construction, including the proposed phasing.	See: the 'Response from the Community of Parishes'.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
395	West Hatch Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	I. Much of the PEIR relies heavily on aspiration and conditional expectations and there are many statements of doubtful veracity, it consequently lacks credibility as it appears to be selectively supportive of the NH scheme without proper analysis of the regressive effects of the proposals. For a full critique of the PEIR see Hatch Beauchamp Parish Council response to the Consultation.	National Highways acknowledges comments made in relation to the PEI Report.	N/A
396	West Hatch Parish Council	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.	IV. Since the scheme inception in 2014, the environmental issue of climate change has risen to prominence. The 2014 focus on building big is out of step with current thinking of building small, the phasing out of petrol and diesel cars, and encouraging seasonal travellers to alternatives like rail; all of these have been ignored in the PEIR.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five- year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.  National Highways 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 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 updated within ES Chapter 14 (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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 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.  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.  An outline Carbon Management Plan is provided as Annex K of the Environmental Management Plan (Environmental Statement Appendix 2.1, Document Reference 6.4).	N/A

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397	West Hatch Parish Council	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? To summarise, they would allow the existing road to be converted to a local route, connecting to the new Village Road bridge and providing connectivity between Ashill and Hatch Beauchamp, keeping access to properties along this route.	See: Para 8. General – and the 'Response from the Community of Parishes'.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
398	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	I. As explained in Figure 10-1, of the A358 Technical Traffic Note, traffic from Staple Fitzpaine, West Hatch, Curland, New Town and Bickenhall areas will use this new Bickenhall Lane bridge enroute. to and from Mattock's Tree Green junction. The National Highways analysis of the impact of this traffic is wrong, as it made a basic arithmetical error in its summations. The consequence of this bridge over the Expressway will be 600-700 more vehicles a day passing along the narrow Lane and the centre of Hatch Beauchamp, passing the village green, children's play park and a large care home. As the Google Streetscene photographs show, the lane is narrow and totally unsuitable for this traffic, which will include large milk lorries, delivery lorries, large farm machinery, besides normal residential vehicles. It is for these reasons that the Community Mitigation Proposals included a requirement for direct access to the new A358 south of Hatch Beauchamp. Moreover, without this access additional traffic will also travel along Village Road South enroute to and from Mattock's Tree Green junction, adding to the traffic from Bickenhall Lane. In all some 800-900 extra vehicles movements will occur through Hatch Beauchamp centre and Village Road North. To mitigate this adverse impact, if the road is to be dualled, two alternative proposals have been submitted to National Highways. (3 images provided)	<p>National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.</p> <p>Additionally, feedback from the 2021 statutory consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, National Highways are now proposing to limit access to this bridge to walkers, cyclists, horse-riders and carriage-drivers, which can also be used by local landowners for farm access.</p> <p>As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane. This means that there will be no through traffic using Bickenhall Lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.</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 DMRB CD 122. As such, direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use an additional junction near Hatch Green would not justify the costs or environmental impacts of it.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where considered appropriate based on traffic flows. This review has also looked at</p>	No

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				<p>infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).</p>	
399	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	<p>a. The first assumed the Bickenhall overbridge was not present (May '21). As Bickenhall Lane is a busy local route favoured by farm traffic and lorries, the lane needs to be kept open by extending the planned service road from Ashill to Hatch Beauchamp overbridge to Bickenhall Lane. (2 diagrams provided) A taper merge slip road access should be provided onto the westbound carriageway at the western end of this extended service road. Offset savings will be made by not requiring suitability assessments of the diversionary routes proposed and the improvements that would be required on these routes to make them acceptable. An example of this type of junction is at the A356/Ringwell Hill/A303 connection at Bower Hinton. National Highways objects to this proposal on cost grounds, the interest of other stakeholders and the impact on Bickenhall Wood. Although National Highways insist on calling the wood ancient, it is in fact a replanted ancient wood (Figure 7.1, PEIR). Furthermore, as slow-moving traffic will be permitted on the dual carriageway the need for a bridge to accommodate all traffic is removed. Alternative arrangements for walkers, cyclists and horse riders (WCH) are available utilising Griffin Lane, the Hatch Beauchamp overbridge and the proposed extended service road.</p>	<p>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p> <p>Bickenhall Lane is a popular cycle route and the scheme would promote the lane for use by walkers and horse-riders as well. Fivehead River underpass would not be suitable for cyclists and horse-riders due to inadequate headroom. Removal of Bickenhall Lane overbridge from the scheme would lead to stopping-up of bridleway T 14/8, subjecting users to lengthy detours including for access to the Neroche Herepath.</p>	Yes
400	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users?	<p>c. In both the above 2 proposals from NH, the lack of connections onto and off the A358 in this middle section between Mattocks Tree Green and Ashill means that increased traffic will use the narrow rural lanes parallel to the A358. Additional north facing only on/off access is required to address the significant traffic to and from J25 from the western rural areas cut off by the current design as this is the only safe access road capable of dealing with heavy vehicles and providing good visibility with very tight slow bends that make it safe for WCH. However, no such proposals and no acceptable counter arguments have been given by NH.</p>	<p>Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p> <p>Extended service road and additional slip roads would impact biodiversity as loss of hedgerow, individual trees and associated field margin habitats cause significant fragmentation of the hedgerow network that is utilised by a range of protected species including hazel dormice, bats and reptiles.</p>	No
401	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	<p>l. It is essential, as it will provide access from South of the A358 (West Hatch/Stoke St Mary/Thurlbear etc) to Creech St Michael, the A38 and Wellington.</p>	<p>National Highways acknowledges the range of views expressed, including those received in support of the project.</p>	N/A

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402	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	i. Pursuance of an 'Expressway Corridor' vision has distorted the thinking behind the current A358 improvement. National Highways attempts to obscure this failure by not including the congestion at the roundabouts in the issues needed to be resolved nor within the road typology (Paragraph 1.2.9). Rather National Highways transfers blame for congestion onto the link between the roundabouts. Contrary to what National Highways implies the current A358 and surrounding area has an accident rate lower than the national averages (Paragraph 12.6.69), and east of Thornfalcon there is no evidence of traffic joining the A358 being the cause of congestion. The rationale for building an Expressway to improve safety and reduce journey time across the scheme lacks evidence.	<p>A comparison of the accident rate of the existing road against a national average accident rate is documented in the ComMA Report (Document Reference 7.4). This indicates that the existing road is less safe than the national average expected of a strategic A road of the existing standard. Furthermore, dual carriageways are significantly safer than single carriageway roads as they reduce the number of incidents related to dangerous overtaking and junction turning movements. The upgrade to dual carriageway will therefore bring a step change in safety along the A358 corridor.</p> <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) exit, a three-lane approach from the A303 (East) approach, a three-lane approach from the A358 (West) and improved spiral markings and additional lane capacity on the circulatory carriageway. Together these measures provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicate that it will operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity.</p> <p>The form of the Nexus 25 junction has been amended to be a signalised crossroads. This will allow the junction operation to be linked to nearby M5 junction 25 and will also allow a pedestrian crossing facility to be incorporated into the junction without negatively impacting the capacity available to vehicles at the junction.</p>	N/A
403	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	ii. Although the PEIR never mentions Expressways it is designed in part to GD 300 standards, the title of which is General Principles & Scheme Governance, Requirements for new and upgraded trunk roads (Expressways). GD 300 is within a library named Design Manual for Road and Bridges (DMRB) and as the title suggests provides governance over National Highways design. GD 300 stipulates that the whole standard must be applied within an Expressway scheme. A key component of an Expressway is that all junctions are required to be at full-grade separation (Paragraph E/5.2), but the scheme fails this requirement as the link terminates at at-grade roundabouts, one even has traffic lights. In this situation GD 300 governance directs National Highways to categorise the scheme as an All-Purpose Trunk Road (Paragraph E/5.1) built according to CD 109 standards (Highway link design) with all other design requirements re-evaluated (Paragraph E/1.4). This governance related directive does not permit a departure from standards (Table E/F.31) and is in place to ensure that schemes are efficient and provide value for money, a mandate placed upon National Highways by its Licence (Paragraph 4.2d). If governance had been followed the scheme would have followed a simpler, cheaper design, evidenced within the 2019 Scheme Assessment Report (SAR) conclusion that the route could be simplified if Expressway standards were not applied (Paragraph 7.1.8, SAR).	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS1) intention to create a new Expressway corridor into the region but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p> <p>CD 109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.</p>	N/A

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404	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road?	V. National Highways is proposing to build an Expressway, a sub categorisation of a Motorway, yet does not use the name itself in any documentation presented at the Statutory Consultation. National Highways only refers to GD 300 standards once, in Table 3.1 to record that the imposition of GD 300 standards is the reason all current at-grade junctions along the A358 are to be closed. The fly-through video of the scheme has shocked local people by the extraordinary complexity of the dual carriageway and junctions, the excessive scale of the central reserve, the extravagance of the boundary and drainage system and the overall urbanisation of what is a country road. The build specification of an Expressway has clearly led to a large inflation of the cost of the scheme. Compounded by the Stage 2 decision to abandon the free-flowing grade separated junction with the M5 the Benefit-to-Cost Ratio is now at the very low level of 1.2 (Paragraph 7.1.3, A358 Technical Traffic Note). National Highways' insistence in proposing a high cost Expressway is irrational.	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.  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.	N/A
405	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	I. The community of local parishes recommended this connection and it is strongly supported. This road is already and will become even more a route for cyclists. WHPC asks 2 important adaptations of this section. Firstly, there be a strong enforceable speed limit of 50mph as it passes though Hatch Beauchamp and until it reaches the old A358. Secondly that a wide separate pathway for pedestrian and cyclists be established on this section of the Village Road. This section of Village Road has already been the site of accidents and many more near misses.	Village Road is already subject to a 30mph speed restriction through Hatch Beauchamp and enforcement is the responsibility of the police. The restriction applies from north-west of the Village Road/Frost Street/Station Road crossroads to south of Hatch Green Garage. The redundant A358 carriageway alongside Village Road link (north) would be repurposed as a multi-user track. Additional measures beyond the scheme boundary are the responsibility of Somerset Council as local highway authority.	N/A
406	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	I. East of the Mattock's Tree Green junction the dual carriageway should merge with the existing A358 obviating the need to dual the road towards Southfield.	Despite the route being such an important connection, the existing A358 is predominantly single carriageway. At times like rush hour, weekends, and bank holidays it carries many more vehicles than it was designed for. By improving the route between M5 junction 25 and Southfields roundabout, we would make faster and safer connections with more reliable journey times, improve connectivity, reduce congestion at peak travel times and reduce traffic through local towns and villages among other benefits.  The section between Thornfalcon and Southfields is also 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.	N/A
407	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	II. In the event that the road is fully dualled it should be built as a D2AP road, with governing DMRB documents CD 109, CD 127, CD 122 and CD 116.	The A358 scheme is a dual carriageway and will have all-purpose trunk designation. National Highways are adopting the latest design standards for the A358 scheme as part of the DMRB and this includes CD 109, CD 127, CD 122 and CD 116.	N/A
408	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new connection linking Village	Several West Hatch farmers have land on either side of the A358, the proposed dualling means that access across the A358 from Village Road on the north side to and from West Hatch Lane is no longer available to the	Following feedback from the 2021 Statutory Consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road	Yes



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		Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	farmers. The most satisfactory mitigation of this would be to re-join West Hatch Lane across the A358 with a local farmers bridge or underpass. An alternative but less satisfactory mitigation would be to extend the north end of West Hatch Lane to the west along the south side of the A358 and join into the old railway track and the area of the Progressive school. This should be a hard-core "forestry type" agricultural access track, as it will only be used by farm vehicles. WHPC strongly urges NH to consider these mitigation proposals to allow for the continued viability of the rural businesses.	to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	
409	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	I. West Hatch recommended this connection and it is strongly supported by the Community of Parishes.	National Highways acknowledges the range of views expressed, including those received in support of the project.	N/A
410	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358?	See: Para 8. General – and the 'Response from the Community of Parishes'.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
411	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358?	See: Para 8. General – and the 'Response from the Community of Parishes'.		N/A
412	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?	See: Para 8. General.  As proposed this junction is completely over designed and environmentally unacceptable for the degree of traffic it will carry. The roundabout at Mattocks Tree Green on the Wrantage side of the new line of the A358 should be made oval with a single access point to the old A358 dual Carriageway allowing the second carriageway to be allocated to WCH. This concept was proposed at the informal consultation forum held at Taunton Rugby Club which was agreed by all parties present (including National Highways) as superior to the design presented for the formal consultation. We consider the only reasons that the design for formal consultation was not modified to the oval was time and cost cutting by National	The proposed junction at Mattock's Tree Green comprises of a 'dumbbell' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.  National Highways acknowledges the concern about alternative routes along Ash Road and Stoke Road. The scheme design has been modified to provide a less direct connection between Ash Road and the Mattock's Tree Green junction. This will reduce the attractiveness of the Ash Road / Stoke Road route as an alternative route between the A358 and southern parts of Taunton.	Yes

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			Highways. The roundabout on the Stoke St Mary side of the Mattocks Tree Green junction is unnecessary as over 95 % of traffic will be transiting from the A378 to M5 J25. An environmentally superior solution which will also dissuade vehicle use of Ash Lane which is a high usage WCH route beyond Lime Kiln Cottage is needed. Slewing the bridge and having 2 T junctions for the A358 off Ramp and Special school road will suffice. Ash Lane should be accessed by a T junction off of the special school road. This proposal is less environmentally invasive and with Ash Lane access being 3.5m wide max will result in Ash Lane being unappealing as a "rat run" while providing local access for agriculture and Cycle access for the highly popular Ash Lane to Glebe Cottages route.		
413	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?	The spur off the northern roundabout to Henlade is unwarranted and traffic should flow via the existing Thornfalcon Junction modified to provide the necessary connections. This would discourage a rat-run developing through Henlade and Creech St Michael. It would also reduce costs and reduce the impact the junction will have on the local landscape, including light pollution, particularly from the west. Parishes have similar concerns about a rat-run developing through Stoke St Mary, so any final design must mitigate against this outcome by restricting traffic along Ash Road (2 diagrams provided)	As the northern roundabout forms part of the Mattock's Tree Green junction, the function of which is to provide access to and from the A358 dual carriageway, there needs to be a good connection to the local road network and the slip roads at this location. The A358 will encourage traffic between the A358 and areas such as Monkton Heathfield to stay on the dual carriageway and use the route via M5 junction 25 instead of exiting or joining the dual carriageway at the Mattock's Tree Green junction.  National Highways acknowledges the concern about alternative routes along Ash Road and Stoke Road. The scheme design has been modified to provide a less direct connection between Ash Road and the Mattock's Tree Green junction. This will reduce the attractiveness of the Ash Road / Stoke Road route as an alternative route between the A358 and southern parts of Taunton.	Yes
414	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	I. Parishes neighbouring Southfields have used their extensive experience of using the roundabout to review National Highways' proposals regarding this section of the scheme. It needs to be repeated that to comply with GD 300 the connection between the A358 (West) and the A303 (East) should be via a free flowing full-grade separated junction. Although National Highways states this could be in a future RIS programme, the prospects of it happening in the operational life of the A358 scheme is very low.	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). 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.  The section of the A303 between Southfields roundabout and South Petherton is a wide single 2+1 carriageway; that is a single carriageway with 2 lanes in one direction and 1 lane in the other direction. As the A358 scheme is a dual carriageway, any free flow grade separation of Southfields roundabout would require a transition to be made between the dual carriageway and the wide single 2+1 carriageway. For such a transition to be made safely this would require significant works along the A303 and would increase the overall cost of the scheme and the scheme extents. Under the current scheme proposals, Southfields roundabout provides an appropriate connection point between these two classes of road and improvement works are proposed to the roundabout to ensure it operates satisfactorily in the proposed scheme design year (15 years after open for traffic).	No
415	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	The graphic below shows a 2007 Highways Agency design for Southfields roundabout. It is truly disappointing that a free- flowing grade separated junction was included in that scheme proposal but not in the 2021 proposal. National Highways thinking is going backwards. (Image provided)	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	N/A

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				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.	
416	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	The fundamental deficiencies of the current National Highways proposals for the roundabout are that they will: <ul style="list-style-type: none"> <li>• Create an unsafe roundabout configuration;</li> <li>• Exacerbate the already significant congestion on the 5 approach roads;</li> <li>• Fail to separate local traffic from long distance vehicles at this key change of direction for traffic heading between the South West and the South East.</li> </ul>	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 new interventions at the roundabout, such as the segregated left turn lane, have been designed in accordance with DMRB standards to ensure the design is safe and provides the capacity to cater for forecast traffic demand. The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).	N/A
417	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Southfields roundabout?	Instead of the limited current proposals, all the following design changes to the roundabout are essential. <p>A358 (West) traffic approaching the roundabout</p> <p>As a strategic route a high proportion of the traffic heading towards Southfields roundabout from this direction would want to use the proposed segregated left turn lane to head east onto the A303 Ilminster bypass. Considering the speed reduction and consequent reduced traffic flow caused by the acuteness of the segregated lane curve at the roundabout, the following measures are needed to alleviate tailbacks on the dual carriageway:</p> <ul style="list-style-type: none"> <li>• The addition of a significant length of auxiliary lane (similar to that shown in CD 122 Figure 3.30b Layout A option 2 - Single Lane auxiliary diverge) rather than the taper diverge currently proposed;</li> <li>• The introduction of speed reduction measures for traffic approaching both the segregated left turn lane and the A358 approach to the roundabout;</li> <li>• The introduction of real-time congestion warning signage.</li> </ul>	The layout of the segregated left turn lane has been designed in accordance with appropriate standards within DMRB and traffic modelling of Southfields roundabout shows that still operates satisfactorily in the scheme design 15 years after scheme opening. National Highways therefore does not consider there to be a need to introduce an auxiliary lane and diverge from the A358 earlier than proposed.	N/A
418	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for the Ashill junction?	See: Para 8. General – and the ‘Response from the Community of Parishes’.	National Highways acknowledges support for comments made by the Community of Parishes, for detailed responses to matters raised see the relevant section of this table.	N/A
419	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?	See: Para 8. General – and the ‘Response from the Community of Parishes’.		N/A
420	West Hatch Parish Council	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse-riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from	See: Para 8. General – and the ‘Response from the Community of Parishes’.		N/A

Row ID	Consultee	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		Henlade to Southfields roundabout?			
421	West Hatch Parish Council	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout?	<p>See Para 8. General.</p> <p>The 1a) proposal contradicts The Preliminary Environmental Information Report (PEIR) which states:</p> <p>1.2.2. The programme of improvements, as set out in the UK government's Road Investment Strategy (RIS) made a commitment to "...upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303...".</p> <p>c1.2.6. This proposed scheme proposes to upgrade the A358 to high-quality dual carriageway between Southfields roundabout on the A303 and the M5 junction 25 at Taunton to address the traffic issues and long delays currently experienced along the route.</p> <p>The proposed scheme terminates at both ends of the link at roundabouts, which are the sources of congestion. Consequently, the scheme fails the RIS 1 objective of building an 'Expressway Corridor' from the M3 to Exeter and beyond. These roundabout junctions onto the M5 and A303 should be re-evaluated and upgraded.</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. The DMRB covers a suite of different standards that are used for the design of motorway and all-purpose trunk road schemes. As with any major highways scheme, there are both scheme specific objectives and scheme specific constraints that must be considered alongside the requirements and advice included within DMRB. As part of the work undertaken during early project stages and announced in June 2019 as the preferred route, it was decided that the scheme was to run between M5 J25/Nexus 25 and Southfields roundabout.</p> <p>Somerset County Council (now Somerset Council) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity.</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). 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 that demonstrates that Southfields roundabout and M5 junction 25 will operate within its practical capacity.</p> <p>The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).</p>	No
422	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	<p>• West Hatch believes that the proposed National Highways' Scheme to dual the entire length of the A358 without first completing the Henlade by-pass and proper graded junctions at the Junction25/Nexus and Southfield roundabouts, thus testing the obvious solution to the A358 congestion problem, is unacceptable. Completing the by-pass and end junctions first would save millions of pounds, preserve the rural environment and take proper account of the needs of the local communities.</p>	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the ES (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	No

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423	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	<ul style="list-style-type: none"> <li>• This response to the consultation deals with issues directly affecting West Hatch Parish, specifically Questionnaire Sections 1, 2, 3a, 4d, 7 and 8.</li> <li>• The answers to the questions at Sections 1, 2, 3a, 4d and 7 are set in the context of the General comments at Section 8 which should be read as a preamble to the consultation response.</li> </ul>	National Highways acknowledges the clarity provided by the parish council regarding its approach to responding to consultation.	N/A
424	West Hatch Parish Council	Do you have any other comments you would like to make about our proposals?	<ul style="list-style-type: none"> <li>• West Hatch is fully supportive of the 'Response from the Community of Parishes' in the event of full dualling, but takes exception to National Highways equivocation in failing to accept all the Joint Parish proposals.</li> </ul>	National Highways acknowledges the parish council's support for the Community of Parishes consultation comments and proposals. See responses to each matter raised by the Community of Parishes in this table.	N/A

**Table 5.2C Summary of the matters raised by section 42(1)(b) local authorities in response to the 2021 statutory consultation and the National Highways response**

Row ID	Consultee	Survey Question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	Bath and North East Somerset Council		No comment	National Highways acknowledges the response provided.	N/A
2	Mid Devon District Council		Thank you for consulting us on the above scheme. Mid Devon support the scheme and welcome the benefits that the scheme will bring.	National Highways acknowledges the general support provided for design proposals.	N/A
3	Mid Devon District Council		We have read through the EIA that is currently listed on your website and would have only the following observations to make:  As you will be aware, the Mid Devon District covers an extensive area including part of the Blackdown Hills on the edge of the eastern part of the district. It is noted that the EIA already extensively covers the landscape impact associated with this asset and Mid Devon would respectfully ask that the policies of the Local Plan associated with this area are also taken into consideration to ensure its full protection.	Relevant national policy, local policy, and supplementary and further guidance has been considered in relation to the landscape and visual impacts and informing proposed mitigation measures in relation to the scheme, a summary of relevant aspects is provided within Environmental Statement (ES) Appendix 7.1 LVIA Policy and Guidance (Document Reference 6.4), this includes the Blackdown Hills AONB 2019 – 2024 Management Plan in addition to engagement with the Blackdown Hills AONB management team. Whilst Mid Devon Local Plan has not been taken into consideration in the assessment of the scheme (as it sits outside the extent of the landscape and visual study area), it is considered that the Blackdown Hills have been considered throughout the assessment and ensured protection.	N/A
4	Mid Devon District Council		Unless not considered necessary by the determining body, it is considered that the EIA could provide further scoping in regards to flood; archaeology and trees.	Please refer to the following Environmental Statement (ES) (Document Reference 6.2) chapters for an assessment of effects upon flooding, archaeology and trees: <ul style="list-style-type: none"> <li>• Chapter 6 Cultural heritage</li> <li>• Chapter 7 Landscape and visual effects</li> <li>• Chapter 8 Biodiversity</li> <li>• Chapter 13 Road drainage and the water environment (which includes a Flood Risk Assessment presented as ES Appendix 13.1, Document Reference 6.4)</li> </ul>	N/A
5	Mid Devon District Council		As you will no doubt be aware, the South West continue to face a rising challenge of concerns over rising nitrates and phosphates levels which is causing considerable concern and disruption to any current and future builds. This needs to be taken into account as part of any assessment of the proposed development and the impact this can have on the surrounding area.	A sustainable drainage design has been developed for the scheme. This has been informed by a detailed assessment of the potential impact of highway related runoff (using National Highways Water Risk Assessment (HEWRAT) tool) to ensure that an appropriate sequence of water quality treatment is in place to tackle the pollutants generated by the highway network (metals and hydrocarbons). In addition, embedded mitigation measures have been included for specific watercourses providing watercourse channels with a more natural plan form and cross sections which enhance aquatic vegetation and have been known to buffer the effects of high nutrient loading.  National Highways are aware of the Biodiversity Emergency issued by Somerset County Council (now Somerset Council) following advice issued by Natural England that the Somerset Levels and Moors SPA and Ramsar site is in unfavourable conditions primarily due to phosphate levels in surface water. In response, Somerset Council are considering phosphate emissions from developments given within planning applications, primarily developments such as residential, agricultural, and commercial developments. Road developments are not considered significant sources of phosphates. However, we have considered the potential impacts of phosphates from the scheme on designated sites and have reported the	N/A

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				results (no significant effects) of this assessment in the Habitats Regulations Assessment – Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5).	
6	Mid Devon District Council		The Local Planning Authority of Mid Devon supports the development, subject to the above.	National Highways acknowledges the general support provided for design proposals.	N/A
7	Somerset West and Taunton	General comments on the new road, its design and the PEIR - Introduction	General comments on the new road, its design and the PEIR - Introduction  Although the subject areas of the PEIR covers the complete gamut of environmental considerations, Somerset West and Taunton Council has concentrated its comments and reviews only on those areas for which it has legal responsibility. Other areas of environmental concern and the road design in general, are matters that other interested agencies will need to comment upon, as they are within their jurisdiction and control. This does not mean though, that the Council has no interest in these areas, nor that it hasn't discussed and consulted on these areas. It is however considered appropriate in a consultation process this wide ranging, to leave specialist subject matters up to other interested parties where they have the legal and defined duty of responsibility.	National Highways acknowledges the legal roles and responsibilities of the Local Planning Authority and their relevant topic areas. These have been set out in the Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality, Document Reference 7.3).	N/A
8	Somerset West and Taunton	General comments on the new road, its design and the PEIR - Links to Nexus 25	General comments on the new road, its design and the PEIR - Links to Nexus 25  Finally, it is important that the Nexus 25 proposals are not impeded by the ongoing works because it is a key business park that needs to be developed. It may also be worthwhile discussing with the Nexus 25 owners about temporary paid use of the site, for example for storage, on a 'meanwhile' basis, in order to generate some income for Nexus 25 whilst the works are ongoing. This would only be possible however, if the owners are interested in discussions.	National Highways are actively engaging with the developer for the Nexus 25 site and are sharing information as the scheme design evolves. Our operational model of M5 junction 25 and the Nexus 25 junction confirms that the junction will operate within capacity once the scheme is open to traffic.	N/A
9	Somerset West and Taunton	General comments on the new road, its design and the PEIR - Introduction	General comments on the new road, its design and the PEIR - Introduction  In considering the information supplied by National Highways, the Council has had regards to the Preliminary Environmental Information Report (PEIR), which will be the basis of a future Environmental Statement, as well as the maps and technical drawings that accompany the proposal. This information has been considered primarily through use of the 'virtual exhibition' and on-line information, which the Council found very helpful. As a general comment, the point must be made that many Council Officers considering the on-line information, did have difficulty in finding the figures and appendices that formed an integral part of National Highways case. Perhaps as a guide to future such exercises, you may wish to make these documents easier to locate and more readily available. The Council's comments in this document have also been informed by participation in the 'face-to-face' meetings and Fora that have been held during the consultation period. These have been both useful and helpful and have added to the Council's understanding of what is being proposed at this stage.	National Highways welcomes comments raised by Somerset West and Taunton Council (as was) and have continued to engage throughout the design process including at the consultation events. Details of engagement are set out in the Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality, Document Reference 7.3)	N/A
10	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General	General comments on the new road, its design and the PEIR – General Strategic Overview  The Council would welcome further engagement with National Highways and Somerset County Council to ensure a coordinated response to the Climate Emergency and also to ensure that the	National Highways would welcome further engagement with all councils affected by this road scheme and are continuing to engage in relation to climate aspects of the scheme through working groups and the development of Statements of Common Ground. Details of engagement are set out in the	N/A

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		Strategic Overview	Strategic Road Network provides the infrastructure required to serve the needs of Taunton beyond the current Local Plan period.	Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality, Document Reference 7.3)	
11	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General Strategic Overview	<p>General comments on the new road, its design and the PEIR – General Strategic Overview</p> <p>The scheme is very much welcomed by the Council, as it should speed up access to Somerset and particularly Taunton as the County town. It will also enhance connectivity from the South East to the South West and London, providing this additional arterial route into Somerset. This is particularly important as it is an alternative to the M4/M5 interchange and corridor which is frequently congested, especially during the summer months and there are few alternative routes to avoid this congestion. Many of the alternative roads alongside the M5 between Taunton and Bristol are single carriageway and themselves clog up the local villages and local traffic, as they run parallel to the M5 going North/South.</p>	National Highways welcomes the support for the principle of the scheme's route.	N/A
12	Somerset West and Taunton	General comments on the new road, its design and the PEIR – Introduction	<p>General comments on the new road, its design and the PEIR – Introduction</p> <p>This document is the formal response of Somerset West and Taunton Council to the Public Consultation exercise made by National Highways on their proposal to improve and dual the A358 between the Southfields Roundabout in Ilminster and junction 25 of the M5 motorway.</p>	National Highways welcomes the comments from Somerset West and Taunton Council (as was) in relation to the scheme as presented at statutory consultation and note that these have been informed also by face to face meetings held with National Highways. Concerns raised in relation to accessibility of materials on the virtual consultation platform are acknowledged and views taken into account when planning for the supplementary consultation to ensure key documents could be easy to locate.	N/A
13	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General Strategic Overview	<p>General comments on the new road, its design and the PEIR – General Strategic Overview</p> <p>Since the previous consultations in 2017 and 2018, Somerset West and Taunton Council has declared a Climate Emergency (February 2019) and an Ecological Emergency (November 2020). As part of this, the Council has</p> <ul style="list-style-type: none"> <li>• adopted the Somerset Climate Emergency Strategy;</li> <li>• approved our own Carbon Neutrality and Climate Resilience Action Plan; and</li> <li>• is now working on our response to the Ecological Emergency.</li> </ul> <p>It is the Council's view that the scheme does not adequately demonstrate how it is responding to the climate emergency and the Climate Change Act and further consideration should be given to opportunities to reduce, mitigate and offset emissions; as well as deliver a fast and direct strategic cycle route.</p>	<p>National Highways acknowledge concern on the effect of the scheme on climate change. ES Chapter 14 Climate (Document Reference 6.2) has been undertaken in accordance with DMRB LA114 Climate, which is the nationally accepted approach to assessing climate change effects arising from road projects.</p> <p>ES Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme and outlines how the scheme will reduce, mitigate and offset emissions. The climate assessment considered impacts over a 60 year period and compared emissions against the UK 4<sup>th</sup> Carbon Budget (construction emissions) and the 5<sup>th</sup> and 6<sup>th</sup> 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> <p>The proposed 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, as described in ES Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
14	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General Strategic Overview	<p>General comments on the new road, its design and the PEIR – General Strategic Overview</p> <p>Somerset West and Taunton Council continues to support improvements to the A358 between Taunton and Southfields. The Council's existing statutory planning policy, Taunton Deane Core Strategy Policy SP2 (Realising the Vision for Taunton), supports the provision of: "...a Henlade Bypass, traffic calming and improved junctions as part of A303/A358 improvement package..." as part of the infrastructure provision which would help the town to realise its potential.</p>	National Highways welcomes the support for the vision of the scheme as expressed by Somerset West and Taunton Council (as was). This is reflected as a matter agreed within the Statement of Common Ground with Somerset Council (see Statement of Commonality, Document Reference 7.3).	N/A



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15	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General Strategic Overview	<p>General comments on the new road, its design and the PEIR – General Strategic Overview</p> <p>The economic benefit for the wider south west peninsula remains well established and the Council continues to welcome the fact that National Highways is bringing forward plans for improvements following Government's announcements in 2014. The improvement of the A358 should provide important improvements to the accessibility of Taunton as a high quality multifunctional sub-regional service centre and thereby further enhance its attractiveness and success.</p>	National Highways welcomes the support for the principle of the scheme's route.	N/A
16	Somerset West and Taunton	General comments on the new road, its design and the PEIR – General Strategic Overview	<p>General comments on the new road, its design and the PEIR – General Strategic Overview</p> <p>The current consultation is on National Highway's preferred pink route, which shows connections back to J25 and provides a direct link back to Taunton. This addresses some of the strategic issues previously raised and is therefore viewed as a positive development.</p>		N/A
17	Somerset West and Taunton	General comments on the new road, its design and the PEIR – Links to Nexus 25	<p>General comments on the new road, its design and the PEIR – Links to Nexus 25</p> <p>The planned growth of Taunton as a Garden Town, including the development of the Nexus 25 strategic employment site adjacent to J25 (which has been granted consent via a Local Development Order), will give rise to an increase in traffic. An improved trunk road will provide beneficial additional capacity.</p> <p>The current consultation option presented provides direct access to Nexus 25 from the east, as well as connecting to the A378. This would help Taunton to become a more attractive place to work and do business by the local population and helps facilitate growth in Somerset and the South-West and along the A303/A358/A30 corridor.</p>	National Highways welcomes support for the vision of the scheme as expressed by Somerset West and Taunton (as was). This is reflected as a matter agreed within the Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality, Document Reference 7.3).	N/A
18	Somerset West and Taunton	General comments on the new road, its design and the PEIR – Matter of Accuracy	<p>General comments on the new road, its design and the PEIR – Matter of Accuracy</p> <p>In paragraph 1.3.26, it might be helpful if the Local Authority context mentions the move to a unitary local authority for Somerset, which has been approved by the Secretary of State and is expected to be enacted in Spring 2023.</p>	This has been updated within ES Chapter 1 Introduction (Document Reference 6.2) and in the draft Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality (Document Reference 7.3).	N/A
19	Somerset West and Taunton	General comments on the new road, its design and the PEIR – Links to Nexus 25	<p>General comments on the new road, its design and the PEIR – Links to Nexus 25</p> <p>The Council welcomes how the A358 scheme relates to the Nexus 25 strategic employment site and J25, as both schemes have been designed with a new connection to the A358 in mind. The Nexus 25 site has been granted consent via a Local Development Order and improvements to J25 are now complete. It is encouraging to see economic growth is being taken into account by a proposal to ensure that the A358 improvement scheme provides an effective and efficient relationship between J25, Nexus 25 and the A358 scheme.</p>	National Highways welcomes support for the vision of the scheme as expressed by the Somerset West and Taunton (as was). This is reflected as a matter agreed within the Statement of Common Ground (SoCG) with Somerset Council (see Statement of Commonality (Document Reference 7.3).	N/A
20	Somerset West and Taunton	General comments on the new road, its design and the PEIR –	<p>General comments on the new road, its design and the PEIR – Relationship of the new road to the Monkton Heathfield Development</p> <p>It is also worth considering that people living in the Monkton Heathfield area of Taunton, or even future residents of the proposed extension there (at Monkton Heathfield 2), who wish to go in the direction of</p>	The role of the A358 scheme is not to provide capacity on the road network for future developments that are not yet committed, especially ones that are some distance away from the A358 corridor. The point raised here is not specifically linked to the A358 scheme as a proportion of traffic from potential future development around Monkton Heathfield would travel	No

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		Relationship of the new road to the Monkton Heathfield Development	Ilminster, currently go through the village of Creech-St.-Michael. This is the most logical and the quickest route. However, it is not appropriate. The Creech-St.-Michael Neighbourhood Plan has already identified traffic issues through the village and these are well known. New proposals for residential development at Monkton Heathfield 2, are likely to be submitted before Christmas this year (2021). Other schemes are also coming forward in the Monkton Heathfield area and there are other residential allocations at Nerrols and Lyngford Lane that will exacerbate existing traffic routes. This is all before we move to consider future potential allocations for residential land within the proposed new Local Plan. The Monkton Heathfield area is a prime area of consideration for such future allocations. So we should be trying to facilitate better road links for all this development where possible and the proposed new A358 might just provide the possibility for such a better road link. Although the proposed A358 will be some way south of all the Monkton Heathfield developments, National Highways are asked to make sure that the design for the new A358 does allow for the possibility of a new link to it from the Monkton Heathfield area, at some point in the future. Failing this, pressure may be raised for a new limited junction on the M5 to serve all this new development.	towards Ilminster irrespective of whether the A358 scheme goes ahead. There are existing issues associated with traffic from Monkton Heathfield passing through Creech St Michael. National Highways forecast traffic model shows that this would not be exacerbated by the A358 scheme.  National Highways confirms that the Monkton Heathfield development has been included in the development assumptions of the traffic modelling for this scheme. The methodology and results of the traffic modelling, including details of any is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	
21	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Relationship of the new road to the Monkton Heathfield Development	General comments on the new road, its design and the PEIR— Relationship of the new road to the Monkton Heathfield Development  It is noted in chapter 2, Table 2-1 (Scheme vision, design principles and objectives), that clear reference is made to a scheme objective of 'facilitating growth in housing at key development hotspots along the corridor'. Although not strictly within the scheme corridor, the proposal is quite close to the development hotspot of Monkton Heathfield in the north-east of Taunton. In relation to likely trip generation arising from either committed development or from development that is likely to come forward in the very near future that the A358 project should consider, especially in terms of cumulative impacts and the traffic modelling, it is noted that account does not appear to have been taken of the proposed Monkton Heathfield phase 2 development. It is understood that National Highways only include developments that have planning permission or where planning permission is imminent. Planning permission is not necessarily imminent for Monkton Heathfield 2, but the application is expected to be received by the Local Planning Authority as soon as this month (November 2021). We could definitely say before Christmas 2021. On this basis, it is quite likely that it would be considered (and likely granted) before National Highways formally submit their proposal for the A358 to the Secretary of State. This point would need to be made in any subsequent public inquiry. So, it definitely should be included in the current traffic modelling, because this will not be a speculative or longer term project and it will have a distinct bearing on traffic considerations.	National Highways forecast traffic model includes future development proposals that have planning permission or where planning is imminent. Overall traffic growth within the traffic forecasts is constrained to the National Trip End Model (NTEM) data published by the Department for Transport at a regional level. This approach aligns with UK Transport Analysis Guidance (TAG).  National Highways confirms that the Monkton Heathfield development has been included in the development assumptions of the traffic modelling for this scheme. The methodology and results of the traffic modelling, including details of any is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).  The Monkton Heathfield 2 development has been included in ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2)	No
22	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Walking and Cycling Access and Infrastructure	General comments on the new road, its design and the PEIR— Walking and Cycling Access and Infrastructure  This topic forms an important part of the Council's response to this public consultation exercise. As there is no specific chapter of the PEIR that deals with this subject, the Council has placed its comments in this regard in the section relating to chapter 12 (Climate), as the Council's comments establish many links between the need for good cycling provision and climate change in general.	National Highways acknowledges the approach set out by SWT (as was) in relation to providing comments on the topic of walking and cycling infrastructure.	N/A

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23	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Further Information and Details	<p>General comments on the new road, its design and the PEIR— Further Information and Details</p> <p>The PEIR notes, in many of its chapters, that information is still being gathered and that it should be regarded as a preliminary assessment of the information held to date that will inform the ongoing environmental assessment process. This is made very clear at the start in chapter 1, paragraph 1.1.5, which states “It should be noted that the proposed scheme design is currently under development, environmental information is still being assembled, and impacts are still being identified”. It is also noted that Chapter 4, paragraph 4.3.11 identifies a significant number of surveys that are yet to be completed and remain ongoing. It is noted that the results of any further assessments will be within the Environmental Assessment which will be submitted to the Planning Inspectorate as part of the Development Consent Order for the proposed scheme. On this basis, the Council reserves the right to comment further to any ‘new’ information or details that may arise. It is hoped that National Highways, would seek to inform the locally affected Councils of any significant changes before the application for a Development Consent Order is formally submitted. In this way, both National Highways and the Councils will have the opportunity to consider and address matters further, all of which can save time when it gets to the Public Inquiry.</p>	<p>The purpose of the PEI Report was to provide information gathered to that date and to enable statutory and non-statutory bodies to provide their views. Since publication of the PEI Report, National Highways have been gathering further information from landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform the assessment which is included within the ES (Document Reference 6.2). Local councils affected have the opportunity to review the ES and its supporting figures and appendices (Document Reference 6.2, 6.3 and 6.4) and comment on any new information or design at the DCO hearings.</p> <p>National Highways are actively engaged with Somerset Council and will continue to do so in advance of the submitting of the Development Consent Order to discuss matters raised through a Statement of Common Ground, see Statement of Commonality Appendix A (Document Reference 7.3).</p>	N/A
24	Somerset West and Taunton	General comments on the new road, its design and the PEIR— General Strategic Overview	<p>General comments on the new road, its design and the PEIR— General Strategic Overview</p> <p>However, it is important that this additional dual carriageway does not lead to future pinch points at J25 of the M5, or on the main route into Taunton Town centre and that traffic should flow without hindrance. Therefore the set of traffic lights and filters and co-ordination of the sequencing of traffic lights, need to be given considerable thought, especially at peak times.</p>	National Highways are actively engaging with Somerset Council on the traffic impacts of the scheme on M5 junction 25 and along key routes where traffic volumes are forecast to increase, such as along A358 Tone way. Our operational model of M5 junction 25 and the Nexus 25 junction allows us to give detailed consideration to signal settings and offsets during peak hours and assess the impacts of design changes at the junction. This indicates that the M5 junction 25 and the Nexus 25 junction will operate within their practical capacity.	N/A
25	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Park and Ride Facilities (Taunton Greenway)	<p>General comments on the new road, its design and the PEIR— Park and Ride Facilities (Taunton Greenway)</p> <p>As Taunton is a Garden Town and it needs to demonstrate its zero carbon credentials, it is critical that there is effective interchange between different modes of transport at the Park and Ride site and any support to ensure the sustainability of such a service would be welcome from an economic and resilience perspective. Furthermore, it would be good to embed in the signage clear reference to the Park and Ride site and not only a bus service, but electric vehicle charging as well as other active travel modes including cycle parking, electric scooters and bicycles with safety traffic lights for bikes to cross safely into Taunton from the roundabout at J25 and consideration given to a bridleway too.</p> <p>Taunton wants to promote itself as an Innovation and sustainable district to compete against “15 minute cities”, whereby the county town has a distributed campus at the centre which links to Blackbrook business park and Nexus 25 through walking, cycling, electric vehicles an public transportation all within 15 minutes to connect businesses, institutions such as the College and the sector clusters and innovation ecosystem to create Taunton as both a business destination and Gateway to the peninsula.</p>	<p>National Highways acknowledges and welcomes the vision for Taunton Garden Town and particularly the ‘quality of our movement’ theme to achieve zero carbon credentials.</p> <p>Access into Taunton Gateway Park and Ride would be maintained, however upgrades to, and operations of, Taunton Gateway Park and Ride are outside the scope of the scheme.</p> <p>The scheme signage strategy is currently being reviewed as part of preliminary design and National Highways will continue to engage with the local authorities on this.</p> <p>The existing dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction would be maintained as part of the scheme. Following statutory consultation, it is proposed to replace the roundabout at Nexus 25 with a signalised crossroads, which would make the junction more accessible for pedestrians and cyclists.</p>	No

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26	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Matter of Accuracy	<p>General comments on the new road, its design and the PEIR— Matter of Accuracy</p> <p>Paragraphs 1.3.9 &amp; 10 refer to the need to comply with The Environmental Impact Assessment Regulations 2017. There are of course two such documents,</p> <ul style="list-style-type: none"> <li>• The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, and</li> <li>• The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017</li> </ul> <p>both of which were published on 16<sup>th</sup> May 2017. It is not specified in the two paragraphs of this opening chapter, but for the avoidance of doubt, it would be helpful to make clear that National Highways will be undertaking the Environmental Impact Assessment under the later of the two. It is noted that the appropriate reference is made in Chapter 4, paragraph 4.1.2.</p>	National Highways has undertaken the Environmental Impact Assessment (EIA) under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 but has due regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This is confirmed in ES Chapter 1 Introduction and ES Chapter 4 Environmental Assessment Methodology (Document Reference 6.2).	N/A
27	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	<p>General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document</p> <p>For ease of understanding, the Council now includes a summary of the key points it is making in this document. These are as follows –</p> <ol style="list-style-type: none"> <li>1. Somerset West and Taunton Council continues to support improvements to the A358 between Taunton and Southfields. The scheme is very much welcomed by the Council, as it will speed up access to Somerset and particularly Taunton as the County town.</li> <li>2. The Council welcomes how the A358 scheme relates to the Nexus 25 strategic employment site and J25.</li> </ol>	National Highways acknowledges the points raised by SWT (as was) and welcomes the general support provided for the scheme. Responses to individual matters raised are provided below however detailed responses are provided to each individual matter in the remainder of the table.	N/A
28	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	<ol style="list-style-type: none"> <li>3. The proposals do not appear to take on board the considerable planned expansion at Monkton Heathfield. The approved and proposed allocations at Monkton Heathfield Phase 2 should be included in the traffic modelling.</li> </ol>	<p>National Highways' forecast traffic model has been developed 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 Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways confirms that the Monkton Heathfield development has been included in the development assumptions of the traffic modelling for this scheme. The methodology and results of the traffic modelling, including details of any is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>It should be noted that overall traffic growth within the National Highways traffic forecasts are constrained to Department for Transport National Trip End Model (NTEM) data. The inclusion or exclusion of future developments from the model therefore only influences where these 'pockets of growth' occur within Somerset, but don't affect overall travel demand within the traffic forecasts.</p>	N/A

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29	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	4. There is an urgent need for measures to improve air quality, particularly through Henlade. The proposals should help in this regard.	Support for the measures to improve air quality through the scheme, including at Henlade is welcomed. Air quality impacts have been assessed in further detail within the ES Chapter 5 and supporting appendices (Document Reference 6.2 and 6.4).	N/A
30	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	5. The Council has declared a Climate Emergency (February 2019) and an Ecological Emergency (November 2020). It is the opinion of the Council that the scheme does not adequately demonstrate how it is responding to the climate emergency and the Climate Change Act and in particular, no reference is given to the Council's resolution to be zero carbon by 2030.	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 considers impacts over a 60 year period and compared emissions against the UK 4 <sup>th</sup> Carbon Budget (construction emissions) and the 5 <sup>th</sup> and 6 <sup>th</sup> Carbon budgets (for operation). This assessment has also been incorporated into ES 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 EIA Regulations and guidance within DMRB LA 114 Climate. It 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.	N/A
31	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  6. The proposal does not seem to give sufficient regard to the need for cycle routes and facilities, both locally and strategically. For example, the Council is looking at the potential for e-bikes and a route from the Town Centre across the M5 to the Nexus business park and the nearby 'Park and Ride' facility. The proposal would not assist in this regard. The project is an opportunity to improve these links and to connect pedestrians and bike infrastructure to the city. In general, there could be greater provision of opportunities for pedestrian/cyclist access and crossings, for example at Capland or Bickenhall Lane	The A358 Taunton to Southfields Dualling scheme seeks to provide an offline cycle route that will serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys, it connects to the local road network and the existing Sustrans national cycle network and includes new off-road routes from Henlade to Southfields roundabout. Our scheme maintains connections with the nearby communities. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway through Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. The A358 improvement scheme will provide: 19 new public rights of way, comprising seven footpaths, three bridleways and nine restricted byways, and four traffic free or very lightly trafficked bridges. No changes are proposed to pedestrian and cyclist provision at M5 junction 25 as part of the scheme which was designed and delivered by Somerset Council.	Yes
32	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  7. Additional consideration must be given to the impact on heritage assets at risk or those that will be negatively impacted upon by the proposals. There should be justification as to why the identified harm cannot be reasonably avoided. It appears to the Council that National Highways has not given 'great weight' to heritage assets as required by law.	Additional consideration has been given to heritage assets following advice provided by Historic England. ES Chapter 6 Cultural heritage (Document Reference 6.2) and supporting appendices contain detailed assessments of the scheme and include key photographic views in relation to cultural heritage.	N/A

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			8. Further work should be undertaken to photograph key views of designated heritage assets. This work can also be used to help design appropriate mitigation or future landscaping.		
33	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  9. There needs to be further consideration of the impact of the proposal on the landscape and greater protection of woodlands and trees.  10. The scheme has not been assessed against all of the National (landscape) Character Areas (NCA) that it would pass through.	Impacts on the local landscape, its character and views from a short and long distance have are presented within the ES Chapter 7 Landscape and visual effects and supporting appendices (Document Reference 6.2 and 6.4). The landscape impacts of the scheme have been assessed in accordance with the methodology within, and feedback to, the Environmental Statement Scoping Report. The scope of Environmental Impact Assessment (EIA) assessment should be limited to those aspects of the environment that are likely to be significantly affected. NCA 140 includes the existing A358 north of Southfields Roundabout, and the NCA also includes other major road corridors, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 140. NCA 146 includes the existing A358 south of M5 junction 22, and the NCA also includes other major road corridors, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 146. NCA 147 is physically separate from the scheme by approximately 1.5 km plus, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 140, impacts on views are considered in the visual assessment.	N/A
34	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  11. There needs to be a better solution to potential noise pollution than the suggested noise barriers. These are visually intrusive and become the targets for graffiti. Appropriate planting, and a significant amount more than is currently proposed, would appear to be the only natural solution to the issue of additional noise pollution.	Details of proposed noise and vibration mitigation is detailed within ES Chapter 2 The project and within the technical chapter of the ES (see Chapter 11 Noise and vibration, Document Reference 6.2). An Environmental Management Plan (EMP) has also been prepared and is presented as ES Appendix 2.1 (Document Reference 6.4). The use of visual/acoustic bunds and barriers together with landscape planting has been incorporated into the scheme where appropriate. Full details are shown on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).  The use of trees to act as acoustic screening to minimise noise 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.  ES Chapter 7 Landscape and visual effects (Document Reference 6.2) presents the assessment of the landscape and visual impact assessment for the construction stage and operational stage. This includes representative viewpoints from the opening year and 15 years after opening following the establishment of mitigation which considers the impact of the scheme including noise bunds and barriers.	N/A
35	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  12. The tree losses referenced cause the Council some concern. Replacement planting is welcomed, but it would be some years before the new trees are either providing a visual barrier or sequestering the same carbon as the established trees. On this basis, the Council firmly believes that there needs to be an significant net gain of trees in the proposal.	The environmental mitigation presented on ES Figure 7.8 Environmental Masterplan (Document Reference 6.3) details how lost trees and vegetation will be mitigated. Areas of tree, woodland, screening, planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.	N/A

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				<p>National Highways have 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. 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. The translocation of trees and hedgerows is also proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the Environmental Management Plan (Document Reference 6.4 Appendix 2.1).</p> <p>A requirement will be part of the draft DCO submitted with the application, this will require the submission and approval of a detailed landscaping scheme which the local planning authority and local highway authority would be consulted on.</p>	
36	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	<p>General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:</p> <p>13. It is noted that the Environment Bill has now passed into law, with Royal Assent being granted on Tuesday 9<sup>th</sup> November 2021. Amongst other matters, this Bill now makes a 10% Biodiversity Net Gain a legal requirement for new developments. The proposal does not appear to address this.</p>	<p>The Environment Act 2021 became law in November 2021. However, the obligation for Nationally Significant Infrastructure Projects (NSIPs) to deliver an increase of at least 10% biodiversity value is not expected to come into force until November 2025. Defra is developing a draft biodiversity gain statement, which will set out the detail of the biodiversity net gain objective and requirements for NSIPs.</p> <p>Due to the timing of the DCO application for the scheme, it is anticipated that the requirement to meet the biodiversity net gain objective will not apply to the determination of the application and the mechanism to secure land for the purposes of delivering net gain will not be in place. As a result, the scheme instead seeks to maximise biodiversity through essential mitigation requirements for delivery in accordance with current statutory and policy requirements.</p> <p>A high-level quantification of the level of biodiversity that would be lost due to the scheme, and the additional biodiversity resource provided by the habitat creation/enhancement included within the scheme, has been undertaken using Defra metric version 3.1, and is detailed within the Biodiversity Metric Report, included in ES Appendix 8.6 (Document Reference 6.4). This matter is discussed in the Statement of Common Ground with Somerset Council (Statement of Commonality Document Reference 7.1).</p>	N/A
37	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	<p>General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:</p> <p>14. National Highways has not taken on board the current critical situation in the Somerset Levels. There is a need to incorporate more wetlands and other measures to support the reduction of phosphates for the RAMSAR site.</p>	<p>A sustainable drainage design has been developed for the scheme. This has been informed by a detailed assessment of the potential impact of highway related runoff (using National Highways Water Risk Assessment (HEWRAT) tool) to ensure that an appropriate sequence of water quality treatment is in place to tackle the pollutants generated by the highway network (metals and hydrocarbons). In addition, embedded mitigation measures have been included for specific watercourses providing watercourse channels with a more natural plan form and cross sections which enhance aquatic vegetation and have been known to buffer the effects of high nutrient loading.</p> <p>National Highways are aware of the Biodiversity Emergency issued by Somerset Council following advice issued by Natural England that the Somerset Levels and Moors SPA and Ramsar site is in unfavourable</p>	N/A

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				conditions primarily due to phosphate levels in surface water. In response, Somerset Council are considering phosphate emissions from developments given within planning applications, primarily developments such as residential, agricultural, and commercial developments. Road developments are not considered significant sources of phosphates. However, we have considered the potential impacts of phosphates from the scheme on designated sites and have reported the results (no significant effects) of this assessment in the Habitats Regulations Assessment – Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5).	
38	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  15. The Council is disappointed that there does not appear to have been a strategy for maximising the use of a local labour force for the construction of the new road.	The assessment in ES Chapter 12 Population and human health (Document Reference 6.2) is in accordance with the DMRB standard LA 112 Population and human health. It sets out, at a high level, employment and economic matters and assumptions that are relevant to the assessment of likely significant effects on population and human health, including local communities.  LA112 does not require provision of the anticipated total number of workers required during construction. Further information on the number of workers can be made available once a contractor is appointed, which is the point at which more certainty can be provided.  At this stage, there is no need/requirement for an Employment and Skills Plan to be adopted. National Highways is a responsible employer, and it helps ensure through its sustainable procurement practices that community benefits and targeted recruitment and training benefits are realised through its delivery of programmes and projects, including the A358 Taunton to Southfields Dualling Scheme.  National Highways can provide further information about its tendering process on request. A successful contractor would be required to deliver such benefits and its performance will be carefully monitored and evaluated during construction in accordance with National Highways Key Performance Indicators.	N/A
39	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  16. The Council will have to reserve judgement on the Appropriate Assessment and cumulative impact tests, as these have not yet been finalised.  17. In fact, further information and assessments will be made in many areas as part of National Highways on-going development and planning for the new road. It is hoped that these additions can be discussed with the Council before the formal submission to the Secretary of state is made.	The Habitats Regulations Assessment: Screening and Statement to Inform Appropriate Assessment is submitted with the DCO application (Document Reference 6,5). The assessment of cumulative effects is presented within ES Chapter 15 (Document Reference 6.2).  National Highways engaged with SWT (as was) concerning the ongoing development and planning for the scheme through working groups, as detailed in the Statement of Common Ground with Somerset Council (Statement of Commonality Document Reference 7.3).	N/A
40	Somerset West and Taunton	General comments on the new road, its design and the PEIR— Summary of Key Points being made by	General comments on the new road, its design and the PEIR— Summary of Key Points being made by the Council in this Document:  18. The Council would support the setting up of the Community Fund to help those impacted by the proposals for this new road.	National Highways are continuing to engage with Somerset Council in relation to potential future funding opportunities as appropriate.	N/A



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		the Council in this Document			
41	Somerset West and Taunton		Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  The Report states that the potential air quality impacts from the construction and operation of the Scheme will follow the methodology set out in the Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality [1] and the Environmental Impact Assessment (EIA) Scoping Report.	National Highways acknowledge this comment.	N/A
42	Somerset West and Taunton	General comments on the new road, its design and the PEIR-- Summary of Key Points being made by the Council in this Document	Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  The proposal is part of a larger scheme, including works on the A303, where the aim is to provide an improved strategic route from London to the South West. This will lead to more traffic using the new dualled A358 than uses the present road. This could have implications for air quality along the new route and is a concern to the Council.	National Highways acknowledges the range of views expressed by SWT (as was) in relation to the scheme. Traffic flows associated with the A303 Sparkford to Ilchester and A303 Stonehenge schemes have been included in the traffic data provided for use in the air quality assessment and therefore the combined impact of these schemes and the A358 Taunton to Southfields scheme have been assessed.	N/A
43	Somerset West and Taunton	General comments on the new road, its design and the PEIR-- Summary of Key Points being made by the Council in this Document	Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  The methods outlined in the PEI Report for assessing the impact of air quality, are in line with what would be expected for this type of scheme.	National Highways acknowledge that methodology for assessing air quality is accepted by SWT (as was).	N/A
44	Somerset West and Taunton		Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  This all accepted to be reasonable assumptions at this stage.	National Highways welcome the acceptance of assumptions presented within the PEI Report.	N/A
45	Somerset West and Taunton		Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Archaeology  In paragraph 6.6.25 the reference to the value of six HCLA's as low and two HLCA's with potential medieval activity as medium, is considered to be appropriate.	National Highways welcome support for the proposed assessment methodology.	N/A
46	Somerset West and Taunton	General comments on the new road, its design and the PEIR-- Summary of Key Points being made by the Council in this Document	Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  The main benefits of the proposal in respect of air quality, are to properties on the existing road in Henlade, which will benefit from the new road bypassing the village. However, it is also noted that the Scheme will also lead to some adverse effects to properties along the route.	The ES 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 human receptor locations and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in NO2 concentrations within the AQMA.	N/A
47	Somerset West and Taunton		Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)  Potential effects during the construction phase have been assessed following DMRB LA 105 Air quality and will feed into the Environmental	National Highways welcome acceptance of assumptions made in the PEI Report in relation to Air Quality. The methodology and results of these assessments including the impact of construction dust has been reported in ES Chapter 5 Air Quality and supporting appendices (Document References	N/A

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			Management Plan (EMP) attached to the ES. This will need to be assessed when completed and made publicly available.	6.2 and 6.4). An assessment of construction traffic was scoped out based on the standards outlined within DMRB LA 105 Air Quality.	
48	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)</p> <p>The results of modelling predict that during the operation phase there will be no likely significant adverse effects on local air quality concentrations predicted at human receptors. There will be permanent beneficial effects in the existing Henlade Air Quality Management Area due to relieving congestion and the move of the road away from receptors.</p>	National Highways acknowledges the comments made by SWT (as was) in relation to the PEI Report. The methodology and results of updated assessments are reported in ES Chapter 5 Air Quality and supporting appendices (Document References 6.2 and 6.4).	N/A
49	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)</p> <p>Regarding air quality in the Council area, the main benefit from the Scheme will be the by-passing of Henlade, which will lead to a significant reduction in traffic passing through the village. The Report predicts that there will be no adverse impact on air quality at human receptors from the operational phase of the Scheme.</p>	National Highways welcome acceptance of the air quality benefits to by-passing traffic from Henlade. The methodology and results of these assessments updated assessments are reported in ES Chapter 5 Air Quality and supporting appendices (Document References 6.2 and 6.4).	N/A
50	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)</p> <p>There is the potential for some adverse impact during the construction phase, and the Report outlines some mitigation measures that could be taken during the construction phase.</p>	National Highways acknowledges the comments made by SWT (as was) in relation to the PEI Report and construction. The methodology and results of updated assessments including the impact of construction dust has been reported in ES Chapter 5 Air Quality and supporting appendices (Document References 6.2 and 6.4) and supporting appendices. An assessment of construction traffic was scoped out based on the standards outlined within DMRB LA 105 Air Quality.	N/A
51	Somerset West and Taunton	General comments on the new road, its design and the PEIR - Summary of Key Points being made by the Council in this Document	<p>Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)</p> <p>While there are plans and figures showing relevant information, the details of the data or calculations regarding the air quality and noise assessments are not included with the Report. Without this information is it not possible to give a detailed comment on the assessment carried out so far, therefore, it should be included in the more detailed reports to follow or, made available on request.</p>	<p>Operational traffic noise assessments have been carried out in accordance with CRTN which is the standard UK methodology for assessing noise from new and altered roads, together with minor updates to methodology as outlined in DMRB LA 111 Appendix A. Computer noise models were built using the full 3D engineering design based on preliminary design. Traffic data inputs are described in paragraph 11.4.18 and 11.4.19. Predictions of noise levels at sensitive receptors during operation are presented in Appendix 11.5 of the ES Appendices (Document Reference 6.4).</p> <p>Construction noise predictions have been undertaken following the prediction methodology in BS 5228 using source noise levels taken from BS 5228 Annex C as set out in Appendix 11.4 of the ES Appendices (Document Reference 6.4). These have been used to predict the noise levels at sensitive receptors from the works for different activities. Further detail on construction noise and vibration predicted levels are reported in Appendix 11.4 of the ES Appendices (Document Reference 6.4).</p> <p>The impact of construction dust and operational traffic are assessed and reported in the ES Chapter 5 Air Quality following the guidance outlined within DMRB LA 105. In accordance with this guidance a simple level assessment was undertaken. The methodology and results of these assessments are reported in ES Chapter 5 Air Quality and supporting appendices (Document References 6.2 and 6.4). Best practice mitigation measures relating to construction dust and construction traffic are included in the Environmental Management Plan (EMP) (ES Appendix 2.1, Document Reference 6.4).</p>	N/A

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52	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 5 (Air Quality) and Chapter 16 (Summary)</p> <p>Chapter 5 states that the previous Environmental Impact Assessment (EIA) Scoping Report recommended a "simple" level of assessment is required for the EIA as the scheme was defined as low risk, and that this approach was agreed in the Planning Inspectorate's EIA Scoping Opinion.</p>	National Highways notes the summary provided by SWT (as was) in relation to the initial scope of assessment for air quality as set out within the EIA Scoping Report.	N/A
53	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>45 viewpoints of representative locations were proposed based on the ZTV output and site visits. The viewpoints were agreed in principle with Officers at Somerset West and Taunton Council, Natural England, and the Blackdown Hills AONB Service.</p>	National Highways welcome support for the methodology proposed.	N/A
54	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>In summary, the suite of techniques described in the PEIR reflect the appropriate methods for detection, identification and assessment of buried archaeological heritage assets. The use of DMRB as an assessment tool is in line with other infrastructure projects and is a suitable methodology to appraise the significance of impacts. The identification and assessment of HLCA's is appropriate.</p>	National Highways welcome support for the proposed assessment methodology and techniques for detection, identification, and assessment of buried archaeological heritage assets.	N/A
55	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>Chapter 2, paragraph 2.6.9 states that the mitigation measures for archaeological issues, will be described within a Detailed Archaeological Mitigation Strategy and Overarching Written Scheme of Investigation. The Council considers that this is a sensible approach to implementation of a mitigation strategy.</p>	National Highways acknowledge support for the proposed mitigation strategy.	N/A
56	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>The Council can confirm that the assessment of the value of non-designated heritage assets, referred to in paragraph 6.6.24, is appropriate based on current knowledge.</p>	National Highways acknowledge this comment.	N/A
57	Somerset West and Taunton	<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>Chapter 15 considers 'Cumulative effects and contains reference to issues of archaeological importance. Paragraph 15.3.4 notes that archaeological issues are covered in the Combined effect assessment section. Of particular relevance are Table 15-7, which considers the effects on archaeology and Table 16-1, where the effects on buried archaeology are considered.</p>	N/A		
58	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Figure 6.1 (Designated Heritage Assets, sheets 1, 2 and 3)</p> <ul style="list-style-type: none"> <li>The maps should be clearer to show both the existing A358 and the proposed pink modified option route, with the location of designated assets.</li> </ul>	National Highways acknowledges the comments provided in relation to the PEI Report figures. The cultural heritage figures which support ES Chapter 6 Cultural heritage are presented within Document Reference 6.3.	N/A

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			<ul style="list-style-type: none"> <li>• The map has not been angled on a north south axis so it is more difficult to locate and compare to other maps. Key settlement titles could be added to the maps to aid orientation.</li> <li>• Map 3 shows designated heritage assets with the new road and area of work. However, there could be another map to show the overall layout with the key assets that are considered to be at risk and a larger scale map to identify how close the new road will be to them.</li> <li>• The maps only show reference numbers to the heritage assets and could include a legend to show the name of the asset on each map</li> <li>• There could be a large scale map to show relationships with the new road to assets considered to be at risk from development such as Musgrave farmhouse, where the new road will cut between the barns and farmhouse, even though there is open ground around it.</li> </ul>		
59	Somerset West and Taunton		<p>Comments on PIER - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>It is noted in paragraph 6.3.1 that Local guidance issued by the South West Heritage Trust is utilised in the 'assessment methodology', as well as the expected professional guidance issued by the Chartered Institute for Archaeologists and Historic England. This is welcomed and recommended.</p>	National Highways acknowledge support for the proposed assessment methodology.	N/A
60	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>The main thrust of the archaeology case is given in Chapter 6. The Council notes the methodology (DMRB) referred to in Paragraph 6.1.1 as being an accepted method to assess impacts on buried archaeology on infrastructure projects. The DMRB sets out the techniques to apply to assets to understand their significance and to qualify the potential impacts on assets.</p>		N/A
61	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>With specific regard to the assessment of Cumulative effects, the comments in Chapter 6, Table 6.5 relating to the assessment of impacts on buried archaeological heritage assets are reasonable and the mitigation strategies outlined are appropriate. The comments in Chapter 15, Table 15.7 that there will be "Permanent adverse significant effects on below ground archaeology (known and unknown) within the footprint of the proposed scheme" is considered to be a realistic assessment of impacts. It is also noted that the permanent adverse effect of the loss of several anciently enclosed fields is identified.</p>	National Highways welcome support for the proposed assessment methodology and techniques for detection, identification, and assessment of buried archaeological heritage assets.	N/A
62	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>The division into 8 Historic Landscape Character Areas (HLCA's) referenced in paragraph 6.6.21 is considered by the Council to be a sensible method of cataloguing distinct areas. The identification of these 8 HLCA's is accepted, based on their shared characteristics.</p>	National Highways acknowledge support for the proposed assessment methodology.	N/A
63	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p>	The route selection process is complete as outlined in the Preferred Route Announcement in June 2019. It should be noted that the preferred route choice was made on a range of considerations, including the environment, cost and buildability. Cultural heritage was one of the environmental disciplines considered. National Highways has progressed the scheme	N/A

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			<p>Appendix 3.1 (Route Options)</p> <p>Blue Option &amp; Orange options.</p> <p>It is noted that with the blue and orange options, there would be the potential to have a Large Adverse effect on the archaeological remains and listed buildings and structures. Again, the appropriate weight does not appear to have been afforded to these in accordance with the provisions of the NPPF. However, as these two routes are not being taken forward, maybe this is not a significant defect in the respective cases.</p> <p>Pink modified option</p> <p>The pink route option has now been modified, although for the majority of its length it still follows the pink option. The pink modified option is still referenced as affecting archaeological remains and Listed Buildings and structures. The justification for this option is that it is more affordable and has less landscape impact. Importantly though, it still does not demonstrate that great weight has been given to the conservation of the heritage assets in accordance with the requirements of the NPPF.</p>	<p>accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the ES (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information.</p>	
64	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>It is noted from Chapter 4, paragraph 4.3.11 that two archaeological surveys are on- going, and the consultants are engaging with the appropriate authorities and statutory advisors (the South West Heritage Trust and Historic England). Site visits to monitor the trial trenching will take place on a weekly (or otherwise arranged) basis. Please note that desk-based assessment, geophysical survey and trial trenching are the professional standard methodologies applied to prospection for previously unknown archaeological assets and are the appropriate techniques for assessing the archaeological potential of the impact area.</p>	<p>National Highways have undertaken extensive geophysical survey and trial trenching to support the desk-based assessment also undertaken. The results have been reported within the ES submitted with the DCO application (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)).</p>	N/A
65	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>It is acknowledged that the reference in paragraph 6.8.2 to the options of preservation by record, that is excavation and recording, of archaeological heritage assets is a recognised mitigation within development projects. Preservation in-situ is only appropriate where heritage assets are of high significance and their continued preservation can be assured.</p>	<p>National Highways acknowledge comments provided by SWT (as was) in relation to the proposed assessment methodology.</p>	N/A
66	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Archaeology</p> <p>It is noted that Paragraph 6.6.20 considers the initial assessment of potential for archaeological survival within the scheme boundary as being broadly high. This is considered by the Council to be a reasonable assessment. The periods with the most potential are described in this paragraph and are, on current knowledge, considered to be realistic. The assessment surveys described in paragraph 4.3.11 will further clarify the assets present on the scheme, enable the significance of assets to be described and any potential impacts assessed through the application of DMRB.</p>	<p>National Highways acknowledge comments raised by SWT (as was); assessment surveys are outlined in ES Chapter 6 Cultural heritage (Document Reference 6.2).</p>	N/A

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67	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>The comments in paragraph 6.5.3 are welcomed. The Zone of Theoretical Visibility (ZTV) should establish any impact on wider assets. The assets more likely to be affected would be church towers, registered parks and gardens or higher grade houses with designed gardens. The Council recommends that a schedule is prepared of key views following the ZTV.</p>	National Highways acknowledges this concern. Key views have been included in the description of heritage resources setting, where applicable, in the ES submitted within the DCO application (see ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4), specifically ES Appendix 6.3 Gazetteer of Heritage Resources).	N/A
68	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>All of the above will need to be assessed when the Council receives sight of the additional information referred to. So, judgement is reserved at this stage.</p>	The findings of the noise assessment are presented in Chapter 11 of the Environmental Statement (Document Reference 6.2).	N/A
69	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 2 (The Project)</p> <p>Paragraph 2.6.8 of chapter 2 references noise mitigation and vibration, as reported in chapter 11. It states that mitigation measures 'would reduce or prevent adverse effects on heritage resources arising from changing noise levels'. However, there is no consideration in the report of whether there would be special consideration of vibration near heritage assets which may have more friable material in their construction. This needs to be addressed.</p>	<p>National Highways acknowledges the concern regarding the impact of vibration on heritage assets. Consideration of noise and vibration effects on cultural heritage assets has been included within the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4) and mitigation relating to construction techniques addressed where appropriate.</p> <p>Vibration construction mitigation measures are documented within ES Chapter 11 Noise and vibration (Document Reference 6.2) and within the Environmental Management Plan (ES Appendix 2.1, Document Reference 6.4).</p>	N/A
70	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 3 (Assessment of Alternatives)</p> <p>Paragraph 3.1.3 refers to reasonable alternatives that have been studied prior to this option being selected. It is not clear from this section whether great weight has been given to heritage factors in choosing this option and whether public benefit or other factors overrode the strongest heritage choice. Paragraph 199 of the National Planning Policy Framework (NPPF) makes quite clear that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be)'. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. It does not appear that any consideration has been given to this important and compulsory requirement. The NPPF goes on to clarify in paragraph 200, that 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification'. No reference is made to these two important paragraphs in planning law and there appears to have been no attempt to relate impacts to heritage assets arising from the proposal for the A358, to this criterion.</p>	<p>National Highways note comments raised in relation to weight given to cultural heritage within the assessment of alternatives. It should be noted that the preferred route choice was made on a range of considerations, including the environment, cost and buildability. Cultural heritage was one of the environmental disciplines considered. The assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2).</p> <p>The purpose of the assessment presented in the ES (Document Reference 6.2) is to assess the potential significant environmental effects which may arise from the preferred route. This includes a detailed assessment of impacts on cultural heritage (See ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)). The aims and objectives of the NPPF have been taken into account within ES Chapter 6 (Document Reference 6.2).</p>	N/A
71	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways	N/A

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			<p>Conclusion to Chapter 2</p> <p>The assumed zone of 1 km is acceptable for designated heritage assets, but the zone for non-designated heritage assets should be expanded from 250 metres to 1 km. There is no apparent heritage impact to the proposed demolition of buildings. However, further consideration should be given to vibration near heritage assets.</p>	<p>considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).</p>	
72	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Overall Conclusions to consideration of Heritage Assets</p> <p>A study of key views should be undertaken of the assets at risk and should include detailed designs of how harm can be minimized towards the assets if unavoidable. Where there are designed views to designated assets there should be a more in depth study to understand them and to ensure proposed works compliment them.</p>	<p>National Highways acknowledges this concern. Key views have been included in the description of heritage resources setting, where applicable, in ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4), specifically ES Appendix 6.3 Gazetteer of Heritage Resources.</p>	N/A
73	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 3 (Assessment of Alternatives)</p> <p>Paragraph 3.4.11 refers to the options being based on Design Manual for Roads and Bridges, but it is not clear here as to the extent which, if at all, heritage assets featured in this elimination process. The Council requests that some consideration to heritage assets in the vicinity of the other routes should be referenced here as a comparator.</p> <p>This lack of consideration of the importance of heritage assets is continued in paragraph 3.5.1. The justification for the pink modified option refers to it as being the best performing option, as the scheme objectives are more affordable and have less impact on the countryside. The objective should also be to give great weight to protection of heritage assets as required by the NPPF. In fact, heritage assets are one of the few considerations within the NPPF where it is clearly stated that due consideration must be given. This is not referenced at all in this suing up of the reasons for choosing the pink route.</p>	<p>National Highways acknowledges the comments provided by SWT in relation to the assessment of alternatives. The route selection process is complete as outlined in the Preferred Route Announcement in June 2019. It should be noted that the preferred route choice was made on a range of considerations, including the environment, cost and buildability. Cultural heritage was one of the environmental disciplines considered. The assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2).</p> <p>The purpose of the assessment presented in the ES (Document Reference 6.2) is to assess the potential significant environmental effects which may arise from the preferred route. This includes a detailed assessment of impacts on cultural heritage (See ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)). The ES only assesses those assets that lie within the study area of the scheme as detailed within the chapter.</p>	N/A
74	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 5 (Air Quality)</p> <p>Paragraph 5.9.22 (and other paragraphs within chapter 5) refer to a reduction in concentrations of particulates (in relation to air quality), due to the A358 being moved away from the sensitive receptor of Henlade AQMA. This is a laudable and commendable aim. However, impacts of poor air quality can also affect heritage assets and will impact upon the settings of heritage assets. This has not been given any consideration in this chapter. Generally, the chapter refers to biodiversity impacts. However, the Council strongly advises that the setting of an Heritage Assets should also encompass the experience of the asset. So this chapter should cross reference not only biodiversity but heritage assets also. This is particularly important with registered parks and gardens, such as at Hatch Beauchamp.</p>	<p>National Highways acknowledges comments made in relation to poor air quality and its impact for heritage assets. However, sulphur dioxide (SO2) concentrations, which are associated with degradation of building materials, are well below recommended objectives and are therefore not anticipated to be a risk for this scheme. 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 are outlined in the Environmental Management Plan (Appendix 2.1, Document Reference 6.4). All relevant receptors have been assessed and included in the ES Chapter 5 Air quality (Document Reference 6.2) following national and best practice air quality guidance. Chapter 5 of the ES cross-references Chapter 6 Cultural heritage where appropriate.</p>	No

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75	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 3 (Assessment of Alternatives)</p> <p>Paragraph 3.4.6 Refers to a two stage assessment being undertaken, firstly against environmental constraints and scheduled monuments, and then secondly assessment on more local criteria. This statement and form of assessment is classing 'heritage' as a local criterion and is ignoring the importance of 'heritage' nationally. Heritage must not be downgraded in this way.</p>	National Highways acknowledges the comments provided by SWT (as was) in relation to the assessment of alternatives. The assessment of cultural heritage is presented as ES Chapter 6. The assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2). Both assessments have been undertaken according to the approach set out in the Design Manual for Roads and Bridges (DMRB) LA104 Environmental assessment and monitoring and LA106 Cultural heritage assessment.	No
76	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Conclusion to Chapter 6.</p> <p>Further work should be undertaken to photograph key views of designated assets. This work can also be used to help design appropriate mitigation or future landscaping. A procedure should be established for discovery of milestones and boundary markers. Some documents should be amended to include reference to historic assets.</p>	<p>Viewpoints have been created as part of the landscape assessment within ES Chapter 7 Landscape (Document Reference 6.2) see ES Figure 7.7 (Document Reference 6.3). The selection of views has been informed through discussion with the heritage topic, although other considerations, such as public access and the openness of views, have factored into this.</p> <p>Milestones have been identified from analysis of historic mapping, photographs and, where safe, walkover surveys. However, along the high-speed road boundary, it has not been possible to ground-truth survival of milestones and markers. As a result, a worst-case approach has been taken, where it assumes that the resources survive and will be impacted, and appropriate mitigation has been included.</p>	N/A
77	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.5.5 refers to a noise impact assessment as given in chapter 11 (noise and vibration). This will examine the impact on the experience of the asset, but the vibration assessment will also usefully inform construction techniques where the impact of piling may be reduced to protect the buildings from harm during and after construction of the new road from adverse vibration.</p>	National Highways acknowledges the concern regarding the impact of vibration on heritage assets. Consideration of noise and vibration effects on cultural heritage assets has been included within the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4) and mitigation relating to construction techniques addressed where appropriate.	No
78	Somerset West and Taunton		<p>Comments on PEIR Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.2.20 refers to further supporting material that will be sought to inform the DCO application. Such further material should include making use of aerial photography that has been carried out by Historic England (where available). It is not clear that this important source of reference either has, or will be, accessed analysed and utilised.</p>	National Highways has carried out extensive desk-based assessment, including analysis of available aerial imagery and the National Mapping Programme data. This is reported within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)).	N/A
79	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 7 (Landscape)</p> <p>Within Paragraph 7.6.57, the parkland at Henlade House, although not registered, should be considered in this section.</p>	Paragraph 7.6.57 of the PEI Report reported on "nationally designated area" (and at relevant paragraph 7.7.69-- 7.7.73 of Chapter 7 of the ES) as the parkland at Henlade House is not nationally designated it is not referenced here. The parkland is shown as "woodpasture and parkland" on Figure 7.1 (Document Reference 6.3). The parkland is referenced in the description for the Fivehead Farmed and Wooded Vale character area within the ES (Document Reference 6.2). It is also considered as a non-designated heritage asset within Chapter 6 Cultural heritage of the ES (Document Reference 6.2).	N/A



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80	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>In general terms, it is noted that the consideration of heritage assets is spread across several documents, with cross referencing between them. One comprehensive and cumulative document on heritage assets would have been more useful. Also, throughout the chapters it is not clear whether the asset that is being referred to is in Somerset West and Taunton or in South Somerset District. For these reasons, the following text will consider all such heritage references and not confine itself only to chapter 6 (cultural heritage).</p>	National Highways acknowledges this challenge. Given the scale of the cultural heritage topic, it is considered necessary to present it within a series of linked documents. The cultural heritage assessment (ES Chapter 6: Cultural Heritage and supporting appendices (Document Reference 6.2 and 6.4)) has been produced in line with DMRB LA106 Cultural heritage assessment.	N/A
81	Somerset West and Taunton		<p>Comments on PEIR - Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.5.2 refers to a 1 kilometre buffer zone for designated assets to be considered. The Council considers this to be appropriate and acceptable.</p>	National Highways welcome support for the proposed assessment methodology.	N/A
82	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.5.6 refers to Non-designated assets within 250 metres of the scheme boundary. The Council strongly recommends that this is increased to 1 kilometre, as it may impact on non-registered parks and gardens related to designated assets.</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. National Highways has assessed impacts to non-registered parks and gardens related to designated assets as part of the setting assessment for the designated asset, as harm to associated features could result in harm to the designated asset. As such, any significant effects on non-designated parks and gardens related to designated assets have been assessed in the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4).	No
83	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.7.10 identifies that 'The operational phase of the proposed scheme has the potential to result in both beneficial and adverse impacts on the setting of cultural heritage resources due to traffic noise and the visibility of moving vehicles on the road'. Where the operational phase of the scheme is likely to impact permanently and adversely upon an asset, the mitigation should be individually outlined and justified within the document.</p>	Potentially significant operational effects on heritage assets is reported within ES Chapter 6 Cultural heritage (Document Reference 6.2) with additional detail within the supporting appendices (Document Reference 6.4).	N/A
84	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 11 (Noise and Vibration)</p> <p>Paragraph 11.3.15 should include an intention to lower ram piling levels where appropriate, in order to protect historic fabric. Each listed building within the buffer zone should be assessed to determine whether it is likely to be vulnerable to vibration damage.</p>	Piling activities will be undertaken using an augered piling method to reduce vibration wherever practicable. Construction vibration levels have been calculated at surrounding vibration sensitive receptors including any heritage assets identified as requiring assessment by National Highways. This is reported regarding heritage assets identified in Chapter 6 Cultural heritage of the ES (Document Reference 6.2). Vibration construction mitigation measures are documented within ES Chapter 11 Noise and vibration (Document Reference 6.2) and within the Environmental Management Plan (ES Appendix 2.1, Document Reference 6.4).	N/A

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85	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.8.7 refers to milestones requiring removal and relocation. Where milestones are discovered, the location of the milestone should be recorded as they are historic distance indicators. Afterwards, they should be re-sited as close as possible to their original individual location so that the statistic on the milestone is still relevant.</p>	National Highways acknowledges this approach and has incorporated the detail into the mitigation proposed within the ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A
86	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Table 6-5 refers to impact on key listed buildings. Where buildings have been identified for any permanent adverse construction impact, it should also include a statement on what options have been considered to avoid the adverse impact.</p>	ES Chapter 6 Cultural heritage (Document Reference 6.2) describes the impacts of the scheme, with additional detail within the supporting appendices (Document Reference 6.4). This chapter does not discuss the design development process, the options assessment process is set out in ES Chapter 3 Assessment of alternatives (Document Reference 6.2).	N/A
87	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>In Table 6-1 (Relevant NPSNN policies for the cultural heritage assessment) within paragraph 6.2.5, reference is made to paragraph 5.142 of the Relevant NPSNN. This refers to the 'treatment of yet undiscovered heritage assets with archaeological interest discovered during construction'. There should be a further box in this table which refers to identification, treatment and perhaps storage of undiscovered assets such as milestones and estate boundary markers. The A358 follows the 18<sup>th</sup> century turnpike trust, Hartrow to Ashill, and there may be undiscovered assets that are of importance and should be retained.</p>	National Highways has carried out a desk-based assessment of cultural heritage assets, which has included the identification of historic milestones and other markers, although the high-speed nature of the current road and existing vegetation has limited on-site assessment of survival. A worst-case assumption has been made within the ES (Document Reference 6.2), assuming that milestones and other markers are present and assessing impacts on them accordingly. Where they would be impacted by the scheme it is proposed that they will be recorded, removed under archaeological supervision, and stored before being reinstated as close to their original location as possible. Table 6-1 specifically relates to the contents of the National Policy Statement for National Networks (NPSNN) and so specific detail on milestones and other boundaries is not included.	N/A
88	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage) Built Heritage and Conservation</p> <p>(Figure 3.1 (Stage 2 Route Options))</p> <p>The map does not show whether the pink route is in fact 'the pink route' or the 'pink modified route'. This differentiation should be made clear.</p>	The map has been updated in the ES (Document Reference 6.2) to confirm the pink modified route as per the Preferred Route Announcement made by National highways in 2019. (See ES Figure 3.1, Document Reference 6.3)	N/A
89	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Conclusion to chapter 3</p> <p>It does not appear that great weight has been given to the protection of heritage assets in accordance with NPPF para 199. Although a considerable amount of work has been undertaken in assessing the impact on the heritage assets, it is not clear whether great weight was given to avoid harm. This must be considered and appropriately assessed in order to avoid the assertion that the process has not given due consideration to the NPPF.</p>	National Highways acknowledges the concern presented by SWT (as was) in relation to the NPPF. The ES, submitted within the DCO (Document Reference 6.2), provides details of the design review and development process and the ways in which harm to heritage assets has been minimised wherever possible. This is discussed within the discussion of embedded mitigation within Chapter 2 The project (Document Reference 6.2). Further detail on essential mitigation is included in Chapter 6 Cultural Heritage and supporting appendices (Document Reference 6.2 and 6.4).	N/A
90	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p>	National Highways acknowledge agreement from SWT (as was) on the heritage assets identified in the PEI Report included as part of the statutory	N/A

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			<p>Chapter 2 (The Project)</p> <p>In chapter 2 of the PEIR, paragraphs 2.3.23 and 24 identify that there are 141 listed buildings within the 1 km zone of works, including four grade I buildings which are churches, 10 grade II buildings, 127 grade II buildings 10 of which are 100 km from the proposed scheme, and other registered assets including a grade II registered park and garden at Hatch Court and two conservation areas (both within the Somerset West and Taunton Council area), at Hatch Beauchamp, Thornfalcon. This is not disputed.</p>	consultation; these are also included within ES Chapter 6 Cultural heritage (Document Reference 6.2).	
91	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation Appendix 6.5 (Geophysical Survey Report)</p> <p>The Council considers that referencing could be improved here, to show the geophysical survey overlapping the OS maps.</p>	ES Appendix 6.5 Geophysical Survey Report (Document Reference 6.4) includes results overlaid on OS maps.	N/A
92	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 6.1 (Archaeological and Historical Background)</p> <p>In summary, the Council is of the opinion that it has not been demonstrated that 'great weight' has been given to the conservation of assets. Where proposals such as the impact on Musgrave farmhouse are being considered, there should be justification as to why this harm cannot be reasonable avoided and individual more detailed proposals to options around the asset to minimise harm.</p>	<p>Appendix 6.1 Archaeological and Historical Background of the ES Appendices (Document Reference 6.4) is concerned with baseline data and is not intended to describe the justification for a proposed element of the scheme.</p> <p>The route selection process is complete as outlined in the Preferred Route Announcement in June 2019. It should be noted that the preferred route choice was made on a range of considerations, including the environment, cost and buildability. Cultural heritage was one of the environmental disciplines considered.</p> <p>The purpose of the assessment in the ES (Document Reference 6.2) is to assess the potential environmental impacts which may arise from the preferred route. This includes a detailed assessment of impacts on cultural heritage.</p>	N/A
93	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 3.1 (Route Options)</p> <p>Pink option</p> <p>With the pink option, the text references that "This option has the potential for Significant Adverse environmental effects. However, it would have the least effect to ecology and landscape in comparison to the Blue and Orange options". Again, there is no consideration of the duty to consider impact upon heritage assets. The text goes on to state that "The construction of this option also has the potential have Large Adverse effect to the archaeological remains of a recorded Roman settlement and is anticipated to have a Large Adverse effect upon Grade II listed 'Musgrave Farmhouse and Outbuilding with wall adjoining south-east corner of Haydon House". With open countryside around it, no evidence has been given as to why the road will be so close to Musgrave farmhouse and divide the farmhouse from its barns. This is not helpful to the setting of the Grade II Listed Building and must therefore be a significant consideration.</p>	National Highways acknowledges these comments made in relation to route options and options appraisals undertaken in relation to the scheme. The assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2).	N/A

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94	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 6.1 (Archaeological and Historical Background)</p> <p>Paragraph 4.2.1 confirms that further work will be carried out to establish the impact on the heritage asset, Bath cottage. The Council supports this approach and strongly recommends that this is carried out.</p>	National Highways acknowledge support for the assessment methodology. Assessment of Bath Cottage is included in ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
95	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 6.3 (Gazetteer of Heritage Resources)</p> <p>This appendix refers to the significance of the asset and considers its setting. This should be done for all of the 392 heritage assets identified. It usefully considers that some assets are outside of the ZTV, most likely due to topography. It is considered that this appendix should start with an explanatory passage to explain how the sift has been considered. Some of the descriptive passages do not mention the A358 and some do. The gazetteer could usefully include the council district. The buildings should not just be described, but should also include the impact and justification of why they are at low to high risk as well as a photo. The Council believe that it would be useful to extend the table to include a photo. Once again, the Council must comment that the presentation of the information is made more difficult because it is separated between several documents on each building. A combined heritage document would be useful and helpful.</p>	National Highways acknowledge the comments provided by SWT (as was). The format and content of ES Appendix 6.3 Gazetteer of Heritage Resources (Document Reference 6.4) is in line with National Highways projects nationally. Additional introductory text has been included within the Appendix as submitted within the DCO and setting has been described for all heritage resources.	N/A
96	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 6.1 (Archaeological and Historical Background)</p> <p>Paragraph 4.1.3 of appendix 6.1 identifies that the study has considered both listed buildings and non-designated heritage assets and has also considered the ages of these buildings highlighting the number of medieval buildings in the study area of 1 kilometre for listed buildings and 250 metres for non-designated heritage assets. Given the higher number of medieval buildings in the area, the Council strongly urges that it would be advisable to increase the study area of the buffer zone to 1 kilometre for both listed and buildings and non-designated heritage assets.</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
97	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 6.4 (Preliminary Impact assessment tables)</p>	National Highways acknowledges the complexity of presenting impacts on such a large number of heritage assets, in a way which is clear and easily understood. The Cultural Heritage chapter of the ES and its supporting appendices (Document Reference 6.2 and 6.4) present heritage assets by type of designation, and then numerically, to allow cross-referencing from the figures. In occasional circumstances, such as the specifically mentioned Hatch Court and Henlade House, this means the assessment includes	N/A

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			<p>Table 1.1</p> <ul style="list-style-type: none"> <li>The table refers to the assessment of key buildings with a designation of temporary construction, permanent construction and operation which is reasonable. It is supported by written text only on the impact. A photographic record of impact on key views of the asset should be included to support the text. The table could also usefully say which authority an asset lies within.</li> <li>Where assets are highlighted it refers to existing screening of trees blocking views towards the new road, but it does not say on some entries whether they will permanently block views or are deciduous and will shed leaves, making the road visible during winter months.</li> <li>Where parkland is discussed, such as Hatch Court, this table does not highlight that it is also a registered park and garden and has only referred to the building as listed. The impact should be the views of the building and also the experience of the building. Noise would impact on the experience, so this should be included on an assessment of impact. Given this is a registered park and garden a deeper analysis of impact on the design would be more useful. A separate, later entry, refers to walls at Hatch Court rather than being grouped together which is misleading.</li> <li>The impact on Henlade House from the front of the building is highlighted, but it does not refer to the parkland being impacted, which is not registered but elsewhere has referred to a designed parkland. This needs to be corrected. The Park is referred to later on in the document instead of together which is more confusing. It does refer to a visual and noise impact and refers to this being in a different document. Given that the impact on heritage assets should be given 'great weight' and both visual and the experience should be considered, the Council would expect to see a conjoined document on the impact on the heritage assets, instead of considering noise and visual impact separately. There should also be a more in depth understanding on how the mitigation has been considered where the harm cannot be avoided.</li> <li>The realignment of the road brings it within 15 metres of Musgrave Farmhouse (Grade II listed) and within the farmyard. The justification for the realignment has not been discussed, nor whether it can be avoided or impact lessened. The document does not refer to whether this very close impact will have an adverse effect on the use and viability of the farmhouse. Key views should be considered for this building and a more detailed plan of the proposals given.</li> </ul> <p>In conclusion, Table 1.1 has a lack of justification and explanation on why harm to the assets cannot be avoided. The compilation of the document is made more difficult in that one asset can appear in parts in different sections.</p>	<p>multiple separate listed buildings, and designated or non-designated parkland. To address this, detailed cross-referencing has been added to the impact assessment tables in the ES submitted within the DCO and, where significant effects have been identified, a narrative description is included in ES Chapter 6 Cultural heritage (Document Reference 6.2).</p> <p>For consistency and quality, the Cultural Heritage chapter refers to the viewpoint photographs (winter and summer) produced for ES Chapter Landscape and visual effects (see ES Figure 7.7, Document Reference 6.3). The selection of representative viewpoints was developed in consultation with the heritage topic. The same approach has been taken for noise and vibration, but in both cases, the relevant details have been discussed in detail within the cultural heritage topic. Details of justification and mitigation are discussed within ES Chapter 6 Cultural heritage (Document Reference 6.2).</p>	
98	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>There are also Appendices and Figures which contain references to built heritage. The Council has the following comments to make in this regard.</p>	<p>ES Chapter 6 Cultural heritage and its associated figures and appendices are submitted within the DCO application. (Document Reference 6.2, 6.3 and 6.4).</p> <p>National Highways note comments raised in relation to weight given to cultural heritage within the assessment of alternatives. It should be noted that the preferred route choice was made on a range of considerations,</p>	N/A

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			<p>Appendix 3.1 (Route Options)</p> <p>Table 3.3</p> <p>All options were considered to have positive and negative impacts. The pink option was the cheapest option and performed better with less adverse landscape effects. Great weight should be given to the heritage assets conservation, in accordance with the provisions of the NPPF (as referenced above). It is not clear why the protection of landscape appears to outweigh protection of heritage assets. NPPF paragraph 200 states clearly that any harm to an asset requires clear and convincing justification. This chapter has not given convincing justification. Where harm is identified, other options should be considered.</p>	<p>including the environment, cost and buildability. Cultural heritage was one of the environmental disciplines considered. The assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2).</p> <p>The purpose of the assessment presented in the ES (Document Reference 6.2) is to assess the potential significant environmental effects which may arise from the preferred route. This includes a detailed assessment of impacts on cultural heritage (See ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)). The aims and objectives of the NPPF have been taken into account within ES Chapter 6 (Document Reference 6.2).</p>	
99	Somerset West and Taunton		<p>Comments on PEIR – Chapter 6 (Cultural Heritage) – Built Heritage and Conservation</p> <p>Appendix 7.2 (Visual Baseline)</p> <p>Table 1.1 is a descriptive text for the visual baseline. However, the Council considers that the methodology should be changed so that the table is interspersed with photographs.</p>	<p>National Highways has individually assessed the contribution made to each asset by its setting, following the Historic England Setting of Heritage Assets guidance. This is reported on within the Environmental Statement (Chapter 6: Cultural Heritage and supporting appendices (Document reference 6.2 and 6.4).</p>	N/A
100	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Appendix 7.4 (Accurate Visual Representation Methodology)</p> <p>This appendix describes viewpoints but does not include a series of photos to show these key views. The information relates to general views. This should be corrected. In assessment of harm to heritage assets, key views should always be provided.</p>	<p>Representative viewpoint photographs are provided on Figure 7.7 Viewpoint Photographs (Document Reference 6.3) and are presented to a size and format in accordance with relevant guidelines and standards. Consideration of heritage assets has been taken into account in the selection of representative viewpoints.</p> <p>The assessment of views has been considered within both ES Chapter 7 Landscape and visual effects and within ES Chapter 6 Cultural heritage in terms of the impact on the setting of heritage assets. (see Document Reference 6.2)</p>	N/A
101	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 6 (Cultural Heritage)</p> <p>Paragraph 6.6.4 refers to 196 listed buildings having been considered, many of which were considered for potentially being impacted due to high visibility or significant noise change. However, the study should outline how the setting has been considered for each of the buildings. Key views and site lines to the designated assets should be clearly defined.</p>	<p>National Highways has individually assessed the contribution made to each asset by its setting, following the Historic England Setting of Heritage Assets guidance. This is reported on within the Environmental Statement (Chapter 6: Cultural Heritage and supporting appendices (Document reference 6.2 and 6.4).</p>	N/A
102	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 6 (Cultural Heritage)</p> <p>Cultural Heritage is split into two distinct areas of concern from the Council's perspective--</p> <ul style="list-style-type: none"> <li>• Archaeology, and</li> <li>• The built environment and conservation.</li> </ul> <p>This chapter of the PEIR will therefore be looked at under these two headings. In both instances though, there are other references in other chapters that need to be highlighted.</p>	<p>National Highways acknowledge the scope of the review of the PEI Report.</p>	N/A

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103	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Figure 6.2 (Non Designated Heritage Assets, sheets 1, 2, 3 and 4)</p> <ul style="list-style-type: none"> <li>• The maps could usefully show the impact on non-designated heritage assets, which could include historic parkland around designated heritage assets at 1 kilometre instead of 250 metres. It could also show where all of these parklands are together.</li> <li>• The maps only show reference numbers to the non-designated heritage assets and could include a legend to show the name of the asset on each map</li> <li>• The maps have been oriented so that they are not on a north south axis so they are more difficult to compare to data bases that are on that axis.</li> </ul>	<p>Figures for the cultural heritage assessment (Document Reference 6.3) show both designated and non-designated sites and follow a specific format, used by all disciplines for consistency. The orientation of the maps is aligned to follow the route of the A358 and is consistent with other documentation produced for the DCO and ES (Document Reference 6.2).</p>	N/A
104	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Built Heritage and Conservation</p> <p>Chapter 2 (The Project)</p> <p>Paragraph 2.8.2 identifies that the proposals would include demolition of Henlade farmhouse, Meadow view and Bath Cottage. There is no apparent heritage impact to demolition of these properties.</p>	<p>National Highways has carried out a heritage assessment to identify buildings of heritage interest and significance impacted by the scheme. The impacts of these are reported within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4). Bath Cottage is considered to be a non-designated heritage resource, however Henlade farmhouse and Meadow View are not.</p>	N/A
105	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Overall Conclusions to consideration of Heritage Assets</p> <p>Some of the maps can be improved through clearly identifying the proposed routes with existing routes. Further work should be carried out to justify the option chosen, particularly where the option cannot be adjusted to avoid or minimise harm to some of the assets mentioned.</p>	<p>The cultural heritage ES figures (Document Reference 6.3) show only the scheme that will be submitted for DCO.</p> <p>ES Chapter 3 Assessment of alternatives presents details with regard to the selection of route options and the preferred option which is the basis of the Environmental Impact Assessment (EIA) presented in the Environmental Statement (Document Reference 6.2).</p>	N/A
106	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage)-- Overall Conclusions to consideration of Heritage Assets</p> <p>The buffer zone should be increased for non-designated heritage assets from 250 metres to 1 kilometre and more detailed assessments should be carried out for the individual designated assets highlighted where harm is likely to occur.</p>	<p>National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).</p>	N/A
107	Somerset West and Taunton		<p>Comments on PIER-- Chapter 6 (Cultural Heritage) Overall Conclusions to consideration of Heritage Assets</p> <p>The starting point for consideration of heritage assets has to be the Listed Building and Conservation Areas Act. This states that "In considering whether to grant planning permission, or permission in principle, for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". With respect to Conservation Areas, the</p>	<p>Chapter 6 Cultural heritage of the ES (Document Reference 6.2), submitted with the DCO application, includes an assessment of listed buildings and conservation areas.</p>	N/A

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			Act states that “In the exercise, with respect to any buildings or other land in a conservation area, of any functions under, or by virtue of, any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”. It is clear that “great weight” should be given to the asset’s conservation and the setting of designated assets should be preserved. Special attention should be given to the preservation of conservation areas.		
108	Somerset West and Taunton		Comments on PIER-- Chapter 6 (Cultural Heritage)-- Overall Conclusions to consideration of Heritage Assets  Although a considerable amount of work has been undertaken, it is made difficult to read through its presentation because the information has been scattered throughout the documents. This could be accumulated into one document.	National Highways acknowledges this challenge. Given the scale of the cultural heritage topic, it is necessary to present it within a series of linked documents. However, National Highways acknowledges the potential for confusion, and the ES (Document Reference 6.2) submitted with the DCO has been updated to include more overview within ES Chapter 6 Cultural heritage (Document Reference 6.2) and detailed cross-referencing.	N/A
109	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  Efforts must be made to minimise the damage to the woods alongside the existing A358 near to Griffin Lane. Many of the affected trees will be relatively recently planted roadside trees.	The woods highlighted alongside the existing A358 near to Griffin Lane will be protected and avoided where possible through design development where engineering requirements/constraints allow.  Significant efforts have been made to revise the scheme design and reduce the loss of woodland along the A358 near to Griffin Lane. This reduction in land take to construct the scheme can be seen when comparing the general arrangement plans presented alongside the PEI Report at statutory consultation to those presented alongside the ES (Document Reference 6.2).	N/A
110	Somerset West and Taunton		Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Baseline Evidence  The document set up a detailed review of the relevant National Policy Statement for National Networks (NPSNN) policies for the landscape and visual assessment, including a brief of the relevant police and wherein the PEI Report the information to address this policy appears.  In addition to the NPSNN policies, the PEI Report has considered other relevant policies or documents in relation to the landscape and visual impacts. These include national policy, local policy, and supplementary guidance. Local relevant documents and reports that are missing which should be reviewed concerning landscape assessment and views, are as follows:  <ul style="list-style-type: none"> <li>• Taunton Deane Green Infrastructure Opportunities Update (2017)</li> <li>• Landscape Character Assessment of Taunton’s Rural-Urban Fringe</li> <li>• Taunton Deane Borough Council (2014) Landscape Assessment of the Borough’s Special Landscape Features Taunton: Connecting Our Garden Town (2017)</li> <li>• Taunton Deane Borough Council (2015) Taunton Deane Green Wedge Assessment June 2015</li> <li>• CFP (2014) Taunton Deane Green Space Strategy</li> </ul>	Relevant local plan and national policy documents referenced in the PEI Report, have also been referenced and reviewed in ES Chapter 7 Landscape and visual effects (Document Reference 6.2).  With regards to each document noted:  <ul style="list-style-type: none"> <li>• Taunton Deane Green Infrastructure Opportunities Update (2017) – Not referenced directly, as the Evidence Base for Adopted Local Plans only referenced the Taunton Deane Green Infrastructure Strategy (2009). On review, the Update does not change the context of the Strategy/Opportunities in relation to the scheme,</li> <li>• Landscape Character Assessment of Taunton’s Rural-Urban Fringe (2005) – The Taunton Deane Landscape Character Assessment (2011) has been referenced as a more recent document.</li> <li>• Taunton Deane Borough Council (2014) Landscape Assessment of the Borough’s Special Landscape Features Taunton: Connecting Our Garden Town (2017) – This was considered in relation to the North Curry Ridge and Thorn Clump.</li> <li>• Taunton Deane Borough Council (2015) Taunton Deane Green Wedge Assessment June 2015 – The scheme would not impact any Green Wedges and therefore this document is not referenced.</li> <li>• CFP (2014) Taunton Deane Green Space Strategy-- The scheme would not impact any Green Spaces and therefore this document is not referenced. Visual impacts for receptors using green spaces have been considered where appropriate.</li> </ul>	N/A



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			<ul style="list-style-type: none"> <li>Taunton Deane Borough Council (2011) Taunton Deane Landscape Character Assessment.</li> </ul> <p>These must be referenced and reviewed as part of the information to be submitted with the PEIR and the subsequent Environmental Statement.</p>	<ul style="list-style-type: none"> <li>Taunton Deane Borough Council (2011) Taunton Deane Landscape Character Assessment – This has been referenced throughout Chapter 7 and forms the basis for landscape baseline and assessment of the scheme.</li> </ul>	
111	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- General Overview</p> <p>The scheme proposes to upgrade the A358 to a dual carriageway between Southfields Roundabout on the A303 and the M5 at Taunton. The project is part of a longer-term aim to create a high-quality link between London and the South East and the South West. The current A358 is predominantly a single lane and has many local roads joining directly to it. Widening this part of the route (13.5 km / 8.5 miles long) to a dual carriageway will significantly impact cyclists, horse riders, and pedestrians. A project of this scale has a significant impact on the local landscape, its character and biodiversity and views from a short and long distance.</p>	Impacts on the local landscape, its character and views from a short and long distance including Public Rights of Way (PRoW) have been provided within ES Chapter 7 Landscape and visual effects (Document Reference 6.2), including selected viewpoints from PRoW (see ES Figure 7.7 Viewpoint Photographs (Document Reference 6.3)).	N/A
112	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- General Overview</p> <p>Somerset West and Taunton landscapes are considerably diverse. The proposed A358 scheme passes Northeast to Blackdown Hills AONB National Character Area 147 (NCA 147) and through three NCA's. The majority of the project passes through the west part of NCA 143, Mid Somerset Hills. The south part of the scheme passes through NCA 140, Yeovil Scarplands and at its north edge NCA 146, Vale of Taunton and Quantock Fringes. The proposed scheme will significantly affect the rural landscape and views of the area.</p> <p>According to the 'A358 Taunton to Southfields Scoping Report', the proposed scheme has only been assessed against NCA 143. Due to the sensitivity of the area, its size, length, and impact on the landscape. It is recommended that the scheme must also be assessed against all relevant NCA's – including NCA 140, 146 &amp; 147.</p>	<p>The landscape impacts of the scheme have been assessed in accordance with the methodology within, and feedback to, the Scoping Report. The scope of EIA assessment should be limited to those aspects of the environment that are likely to be significantly affected.</p> <p>NCA 140 includes the existing A358 north of Southfields Roundabout, and the NCA also includes other major road corridors, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 140.</p> <p>NCA 146 includes the existing A358 south of M5 J22, and the NCA also includes other major road corridors, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 146.</p> <p>NCA 147 is physically separate from the scheme by approximately 1.5 km plus, it is unlikely that the nature of the change would have the potential to result in significant landscape impacts on NCA 140, impacts on views are considered in the visual assessment.</p>	N/A
113	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments</p> <p>The Document References the two long-distance footpaths that pass through the proposed A358-- East Deane Way and Neroche Herepath. However, it lacks reference to other short and circular paths within the scheme boundary buffer and the Blackdown Hills AONB. A map with the existing footpaths is required to understand the effect A358 might have.</p>	From a landscape and visual perspective, PRoW, bridleways, cycle tracks, byways and the national cycle network are shown on ES Figure 7.2 (Document Reference 6.2) and have been considered by ES Chapter 7 Landscape and visual effects including selected viewpoints from PRoW (see Document Reference 6.2 and 6.3).	N/A
114	Somerset West and Taunton		<p>Comments on PEIR - Chapter 7 (Landscape) - Assessment Methodology</p> <p>The proposed scheme effects were assessed against criteria adapted from DMRB LA 107 Landscape and visual effects:</p> <ul style="list-style-type: none"> <li>Landscape sensitivity (susceptibility and value) of receptor / resource</li> <li>The magnitude of effects on the landscape</li> <li>The visual sensitivity of receptors/resource</li> <li>The magnitude of visual effect</li> <li>The significance of effects</li> </ul>	National Highways welcome support for the methodology proposed.	N/A

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			<ul style="list-style-type: none"> <li>• Significance Matrix that report the magnitude of impact (degree of change)</li> </ul> <p>The PEI report provides a clear and detailed description for the landscape evaluation for each of these criteria. No further expansion or description is therefore required.</p>		
115	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>The methodology used to photograph the site described in the report includes using a full-frame sensor camera with a 50 mm fixed focal length lens mounted on a tripod at the height of 1.5 m. Photographs have been captured as a single-shot apart to few views which captured as panoramic.</p> <p>To represent the project's scale, appearance, context, form, and extent, in the most reliable way, images should also include the source of camera/viewpoint location using LiDAR, GNSS, or measured/topographic surveys. When capturing panoramas, a panoramic head is necessary.</p>	Photographs have been recorded and presented in accordance with relevant guidance for the purpose they are intended. Camera locations for photomontages have been recorded using topographic survey. All photographs are single shot in accordance with the methodology and Scoping Report.	N/A
116	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>The project methodology is generally comprehensive and allows to assess the scheme's impact on receptors. The methodology is based on a few stages, including:</p> <ul style="list-style-type: none"> <li>• A description of the effects that the scheme might have on receptors</li> <li>• Identifying essential mitigations required for landscape and visual</li> <li>• Combining the mitigation measures into the proposed scheme.</li> </ul>	National Highways welcome support for methodology proposed.	N/A
117	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>Visualisation and night photography will be prepared to show year 1 and year 15 scenarios in both summer and winter. 7 locations for visualisation and night photography locations proposed in the report:</p> <ul style="list-style-type: none"> <li>• Viewpoint 2 (Stoke Hill)</li> <li>• Viewpoint 5 (Thorn Hill)</li> <li>• Viewpoint 7 (south-west of Mattocks Tree Green)</li> <li>• Viewpoint 13 (Hatch Green)</li> <li>• Viewpoint 27 (Park Barn Lane)</li> <li>• Viewpoint 23 (Ashill)</li> <li>• Viewpoint 36 (Staple Hill)</li> </ul> <p>The proposed locations for Visualisation and night photography represent most of the sensitive points throughout the project and can help estimate the project's impact on the landscape. However, due to the rural characteristics of the landscape and distant views from</p>	The locations proposed for visualisation and night photography are considered proportionate and representative of the range of locations and types of view and potential impacts. No lighting is proposed along the scheme, other than on approach to the Nexus 25 and Southfields junctions. Modifications to existing lighting on local roads will also be required where the scheme proposals affect these, for example at Stoke Road. Consultation on viewpoints during selection was undertaken, including feedback from the Blackdown Hills AONB.	N/A

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			<p>Blackdown Hills AONB few additional Visualisation and night photography should be considered:</p> <ul style="list-style-type: none"> <li>• Viewpoint 14, from Bickenhall Farm towards Bickenhall Lane bridge. The project proposes to create elevated embankments to carry a road bridge over the A358. Due to Bickenhall Lane bridge height, the bridge structure and its embankments might have a significant effect on receptors from adjacent and afar pRoW's as well as visual receptors within the study area.</li> <li>• Due to Blackdown Hills AONB sensitivity, additional views from this area should be considered. Views 33/34 from Castle Neroche forest are located at a high point and include a circular walking route, several public footpaths and bridleway. The view should direct east towards Ashill junction.</li> <li>• And viewpoint 40, also located within the Blackdown Hills AONB. A relatively high area is adjacent to Murlinch Ancient Woodland, Feltham and nearby public footpath and Byway.</li> </ul>		
118	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>Most of the selected views are within the 1 km site buffer, with 12 views located outside of the boundary. Due to the unique rural landscape character and the high topography around the site, additional views from the following far elevated key points should be considered:</p> <ul style="list-style-type: none"> <li>• Stoke hill north towards the A358 route. Stoke hill is within the Blackdown Hills Limestone scrap local character area and parts Stoke Wood ancient woodland. The high topography of the area, the change in the landscape and the adjacent ancient woodland make it a strategic view that should be considered.</li> <li>• Crimson hill, at a similar location to view 17 but in a different direction. Crimson hill is located within a local character area and north of Hatch Beauchamp park (Grade II listed). The view direction should face to the north over Hatch Beauchamp park (Grade II listed) towards the A358 scheme.</li> <li>• Abbey hill, although this point is from afar, Abbey hill is located on the north edge of Blackdown Hills AONB and adjacent to Castle Neroche and Middleroom Wood. Visual receptors from pRoW's and footpaths might be affected mainly due to the high point of this area.</li> <li>• Buckland hill, a high point located within Blackdown Hills AONB. This a sensitive viewpoint due to the elevated nature of the area and the surrounding woodland. The effects of the proposed scheme on receptors and the landscape should be examined.</li> </ul>	<p>Photography from Stoke Hill has been presented in ES Chapter 7 Landscape and visual effects as Viewpoint 6 (see Document Reference 6.2 and 6.3).</p> <p>A view north from near PEI Report Viewpoint 17 would be away from A358 and Hatch Beauchamp Park, however. The view suggested across Hatch Beauchamp Park towards the A358 and the scheme does not exist from this viewpoint due to the presence of hedgerows and landform from publicly accessible areas in that location. This is reported in the ES as Viewpoint 26.</p> <p>ES Viewpoint 20 has been added from Crimson Hill looking west.</p> <p>Abbey Hill, PEI Report Viewpoints 33, 34 and 39 are now ES Viewpoints 60, 61 and 62 respectively and provide representative views from the vicinity of Abbey Hill, Castle Neroche and Middleroom Wood.</p> <p>There are no views towards the scheme from Buckland Hill due to intervening vegetation and topography, however ES Viewpoints 63, 64 and 65 have been added to the north and east of Buckland Hill in the vicinity of Castle Farm, Hare and Ham.</p>	N/A
119	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>A Zone of theoretical visibility has been prepared for the site. A 3D model of existing topography with a resolution of 2m (one high point captured each 2m distance). The modal has been used to calculate areas from which the proposed scheme will be seen.</p>	National Highways welcome support for the methodology proposed.	N/A

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120	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>The baseline studies for the project are based on a combination of desk study, digital analysis, preparation of a Zone of Theoretical Visibility (3d model), site visits (at winter, day, and night) and discussions with stakeholders. Based on these, several maps were prepared which describes the existing area.</p>		N/A
121	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Assessment Methodology</p> <p>The presented baseline study is comprehensive and clear. However, the site assessment should be carried out throughout all sessions of the year, including spring, fall and summer, to get a robust understanding of the existing landscape.</p>	ES Chapter 7 Landscape and visual effects (Document Reference 6.2) note where the baseline context or impacts differs in summer and winter, in accordance with referenced assessment guidance by National Highways and the Landscape Institute. Photographs are presented in summer and winter months for each viewpoint.	N/A
122	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- General Overview</p> <p>There is an extensive network of public rights of way (pRoW) throughout the area, including long and short distance paths. Much of the pRoW network links between the different settlements and the settlements to the countryside. Widening the A358 to a dual carriageway may harm pedestrian and cyclist's connectivity in the local area. However, a combination of cyclist/pedestrian's paths adjacent to the road, for all or part of the scheme, and maximizing the number of North-South connections, can encourage cycling or walking and reduce short-distance car travel.</p>	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Opportunities to provide linear paths and crossings are maximised whilst recognising environmental, engineering and budget constraints.	N/A
123	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments</p> <p>The planned crossing within the scheme harms pedestrians and cyclists and divides Nexus 25 from the Gateway Park and Ride facility. The A358 project is an opportunity to improve these links and to connect to the city pedestrians and bike infrastructure.</p>	The scheme includes crossing facilities between Nexus 25 and Taunton Gateway Park and Ride and also retains existing crossing facilities near M5 junction 25.	Yes
124	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments</p> <p>It is clear from the information so far available that a prominent feature for the A358 scheme will be the extensive use of noise barriers along its length due to sensitive receptors either side and the lack of available material to form bunds. This could be a concern for the 'setting' of heritage assets, but of greater concern would be their visual appearance from the road and within the landscape in general. In particular, the potential to support graffiti and the impact this would have on the road users' impression of the area and of Somerset (for local residents and for potential visitors and investors). Graffiti on the timber acoustic barriers along the Tiverton bypass for example and those on the M5 boundary to the new Bridgwater Hospital, demonstrates what a harmful impact it can have visually, and also the irresistible canvas a noise barrier presents for graffiti and other forms of vandalism. This needs to be pointed out at this stage so that National Highways has the opportunity to consider alternative solutions. The Council would be grateful if National Highways could take on board the following related points –</p> <ul style="list-style-type: none"> <li>• The character of the new road scheme will be important for road users' impression of Somerset and of the local area, including potential tourist and investors, and local people's wellbeing and sense of place.</li> </ul>	<p>ES Chapter 7 Landscape and visual effects presents the assessment of the landscape and visual impact assessment for the construction stage and operational stage. This includes representative viewpoints from the opening year and 15 years after opening following the establishment of mitigation.</p> <p>The landscape and visual impacts of any bunds or barriers have been assessed within the ES Chapter 7 Landscape and visual effects, while the consideration of effects on the setting of heritage assets has been considered within Chapter 6 Cultural heritage (Document Reference 6.2). The appearance and specification of noise barriers will be developed during detailed design, subject to successful DCO consent. The extent of noise barriers is shown on the ES Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p> <p>With regards to the noise barriers being targeted for graffiti, access to the roadside of these barriers will be limited by secure doors that form part of the barriers. Access to the roadside of these barriers will otherwise be unsafe which should act as a natural deterrent in most-cases.</p>	N/A

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			<ul style="list-style-type: none"> <li>The extent and design of the noise barriers will be an important part of the scheme design, including its susceptibility to graffiti and its harmful impact. There appears to be no mention of this element of the road scheme design in the PEIR.</li> <li>Additional viewpoints for the road corridor as receptors will be needed within the Environmental Statement to adequately confirm the suitability (or otherwise) of the proposed noise barriers (if still proposed).</li> <li>There will be a need to confirm the detailed design of any noise barrier as part of the scheme presented in the Environmental Statement, rather than considered at the detailed design stage in the Requirements. The thinking is that we need to agree an acceptable design for the EIA, which would then be the worst-case scenario for the baseline condition.</li> </ul>		
125	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments</p> <p>The proposed Bickenhall Lane bridge over the A358 is located east of Bickenhall Ancient Woodland. The embankments and structures associated with Bickenhall Lane will be noticeable and might have an impact on the adjacent ancient woodland and the rural landscape from near and far views. These should therefore be avoided wherever possible, with alternative solutions found.</p>	<p>ES Chapter 7 Landscape and visual effects presents the assessment of the landscape and visual impact assessment for the construction stage and operational stage. This includes representative viewpoints from the opening year and 15 years after opening following the establishment of mitigation.</p> <p>Environmental mitigation measures in the form of slackened earthworks, position of the overbridge abutments, and use of mitigation planting have been proposed to reduce potential impacts and integrate the bridge into the rural landscape. As a result of mitigation measures, there would be no significant visual impacts arising from Bickenhall Lane overbridge at year 15.</p> <p>The Bickenhall Lane bridge has been relocated approximately 165m south of the ancient woodland so as to avoid direct impacts upon the ancient woodland. Through discussion with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the ES (Document Reference 6.2).</p>	Yes
126	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments</p> <p>The A358 scheme partitions key pedestrian and cyclist corridors. North of the scheme located Silk Mills Park and Ride and a National Cycle Route that runs along the Bridgwater and Taunton canal. And south of the project is Nexus 25, one of the city strategic employment centres.</p>	<p>Existing pedestrian connectivity would be maintained at Nexus 25 including new linear paths on both sides of the scheme to Stoke Road. The offline cycle route is based on the existing A358, maintains the existing connections to Nexus 25 and coincides with National Cycle Network Route 33 in Hatch Beauchamp.</p>	No
127	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Biodiversity Net Gain</p> <p>It is noted that the Environment Bill has finally passed into law, with Royal Assent being granted on Tuesday 9<sup>th</sup> November 2021. Amongst other matters, this Bill now makes a 10% Biodiversity Net Gain a legal requirement for new developments. There is also a legal target to stop wildlife decline by 2030 and new legal targets to tackle water pollution. The Council will be looking to see in the coming months, how National Highways interpret and implement this new Environment Bill in the context of their proposals for the new road.</p>	<p>The Environment Act 2021 became law in November 2021. However, the obligation for Nationally Significant Infrastructure Projects (NSIPs) to deliver an increase of at least 10% biodiversity value is not expected to come into force until November 2025. Defra is developing a draft biodiversity gain statement, which will set out the detail of the biodiversity net gain objective and requirements for NSIPs.</p> <p>Due to the timing of the DCO application for the scheme, it is anticipated that the requirement to meet the biodiversity net gain objective will not apply to the determination of the application and the mechanism to secure land for the purposes of delivering net gain will not be in place. As a result, the scheme instead seeks to maximise biodiversity through essential mitigation requirements for delivery in accordance with current statutory and policy requirements.</p> <p>A high-level quantification of the level of biodiversity that would be lost due to the scheme, and the additional biodiversity resource provided by the habitat creation/enhancement included within the scheme, has been undertaken using Defra metric version 3.1, and is detailed within the</p>	N/A

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				Biodiversity Metric Report, included in ES Appendix 8.6 (Document Reference 6.4).  This matter is discussed in the Statement of Common Ground with Somerset Council (Statement of Commonality Document Reference 7.1).	
128	Somerset West and Taunton		Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments  For similar reasons, confirmation on the detailed design and facing materials for the bridge designs are considered visually important enough to agree at this stage.	Confirmation of materials for the bridge designs will be developed further in detailed design, the approach would be in accordance with the Aesthetic Design Guide document.	N/A
129	Somerset West and Taunton		Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments  In addition to this, the 'Taunton Deane Green Infrastructure Opportunities' Report (2017) identified this area as a key project to deliver a new cycle/pedestrian link between Taunton centre and east Taunton to Blackbrook canal and the countryside beyond.	The scheme would not affect the pedestrian/cyclist links at M5 junction 25 and retains the connectivity at the Nexus 25 junction.	N/A
130	Somerset West and Taunton		Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments  J25 junction is a significant barrier for people walking and cycling to Taunton city centre from the Gateway Park and Ride. The project is an opportunity to improve the connection between the Taunton city centre and the Park and Ride facility by creating a safer infrastructure for pedestrians and cyclists.	The walking/cycling infrastructure at M5 junction 25 is newly built and improvements are beyond the scope of the A358 scheme.	No
131	Somerset West and Taunton		Comments on PEIR-- Chapter 7 (Landscape)-- Landscape Comments  Given the phosphates crisis on the Somerset West and Taunton area, attenuation ponds adjacent to the A358 can be used and designed to remove pollutants using natural base solutions such Integrated Constructed Wetlands (ICW's) and help in the efforts to remove phosphates from watercourses.	National Highways are aware of the Biodiversity Emergency issued by the Somerset Councils (as were) following advice issued by Natural England that the Somerset Levels and Moors SPA and Ramsar site is in unfavourable conditions primarily due to phosphate levels in surface water. In response, Somerset Council is considering phosphate emissions from developments given within planning applications, primarily developments such as residential, agricultural and commercial developments. Road developments are not considered significant sources of phosphates. However, we have considered the potential impacts of phosphates from the scheme on designated sites and have reported the results (no significant effects) of this assessment in the Habitats Regulations Assessment – Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5).  The scheme is also looking to enhance sections of watercourse to provide additional vegetation and aquatic regime variation which will help maintain integrity of these systems and in some ways provide watercourses with resilience against elevated phosphate levels.	N/A
132	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  It is noted that the proposals include a significant amount of near or off-site tree and hedgerow planting. These are shown on Figure 7.8, which has 9 associated sheets. Whether this amount and position for such planting proves to be appropriate and of enough quantity, is something that cannot as yet be judged. Also, it is noted that the proposals do not appear to provide for any longer distance planting, which could be useful for screening visual impacts and/or providing noise barriers. It is suggested that this is a serious omission. The PEIR does not appear to have an overall map/plan showing proposed tree/hedgerow losses and replacement planting, which would be helpful. So, the Council will need	The proposed environmental mitigation measures respond to identified impacts arising from the scheme. Where deemed to be required and proportionate, land away from the footprint has been identified, for example hedgerow planting/improvements perpendicular to the carriageway for visual screening and habitat connectivity. Impacts on trees are quantified in the Tree Survey and Arboricultural Impact Assessment report as part of the ES (Document Reference 6.4, Appendix 7.3).  Following statutory consultation, the environmental scheme design has further developed to incorporate 'offsite' habitat creation areas further away from the scheme. The proposed location of these areas has been influenced by the results of ecological surveys undertaken throughout 2021; for example, establishing areas of woodland in offsite locations near to identified woodland bat species maternity colonies, and utilising offsite	N/A

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			to reserve judgement on the suitability and acceptability of the planting proposals.	hedgerow creation or hedgerow improvement to create ecological dispersal corridors between areas of semi-natural habitats within the landscape along the scheme. The details of these areas of habitat creation are shown on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3) and detailed within the ES within Chapter 2 The project and Chapter 8 Biodiversity (Document Reference 6.2).	
133	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  It is noted that detailed Tree Surveys and Arboricultural Impact Assessments are currently being undertaken. So, the Council will comment in more detail when it has had the opportunity to see these at a later stage. The initial Tree Constraints are however noted.	The Arboricultural Impact Assessment and Tree Surveys are presented in ES Appendix 7.3 (Document Reference 6.4).	N/A
134	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  There are other areas of ancient woodland within a kilometre of the road or considerably less (Stoke Wood, Huish Wood), the species, wildlife and habitats of which may be indirectly affected by the road being nearer and wider. This will need careful analysis by ecologists.	The PEI Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys (habitats and species) has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The ES Chapter 8 Biodiversity and its supporting appendices (Document Reference 6.2 and 6.4) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts. This includes an assessment of potential impacts upon ancient woodlands via changes in air quality associated with construction and operation of the scheme.	N/A
135	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  The new road will pass in very close proximity to one area of ancient woodland near to Bickenhall, recorded as 'ancient re-planted' woodland. Chapter 7, paragraph  7.9.18 of the PEIR states that 'The proposed scheme will avoid impact on Bickenhall ancient woodland' by widening to the east. This is also reiterated in chapter 16 (summary), Table 16-1 (Summary of preliminary assessment of likely significant environmental effects), which makes quite clear that there is expected to be an 'adverse significant effect on Bickenhall Wood ancient woodland due to vehicular related nitrogen deposition causing potential for habitat degradation'. It is essential that no more 'ancient woodland' is lost. The Council will be looking to ensure that no more ancient woodland is lost as the proposed scheme progresses and evolves. Ancient woodland is an irreplaceable habitat as the chapter acknowledges.	The scheme alignment has been designed to avoid this woodland and other ancient woodlands across the scheme. Bickenhall Lane bridge has been relocated approximately 165m south of the ancient woodland so as to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the ES. Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment Report presented as ES Appendix 7.3 (Document Reference 6.4).  ES Chapter 8 Biodiversity (Document Reference 6.2) details the potential for nitrogen deposition related degradation within Bickenhall Wood; measures to compensate for any degradation include additional woodland planting to the north and south of this woodland and the introduction of management for biodiversity within areas previously inaccessible for Forestry England to manage.	N/A
136	Somerset West and Taunton		Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).  It is inevitable that a scheme such as this will result in the loss of trees and hedgerows. Looking at the current proposed route, it does appear that efforts have been made to minimise these losses. However, the numbers of potential losses are still considerable. As indicated in the Initial Constraints document, it is accepted that many of these losses will be relatively young roadside trees where the existing route is to be	The Tree Survey and Arboricultural Impact Assessment is presented in ES Appendix 7.3 (Document Reference 6.4).  It is agreed that the majority of tree losses are relatively young roadside trees alongside the A358. Efforts have been made to amend the engineering design to reduce the land take, and associated habitat loss, throughout the scheme wherever practicable. For example, as a result of highway design changes there has been a significant reduction in the loss of woodland through the Hatch Park area compared to the design presented at statutory consultation.	N/A

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			widened and new bridges and junctions built, or smaller hedgerow species such as hawthorn.	It should be noted that National Highways have developed a scheme design which includes extensive areas of hedgerow and woodland habitat creation and enhancement. The translocation of trees and hedgerows is also proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of this habitat creation and enhancement are included within the Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) Annex D Landscape and Ecological Management Plan and supporting ES Appendix 8.24 Ecological Mitigation Strategy – Habitats (Document Reference 6.4).	
137	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>The tree losses referenced causes the Council some concern. The proposals will inevitably have environmental impact through the loss of trees. If National Highways does concludes that tree loss is unavoidable and therefore acceptable, the Council strongly urges that minimum replacement planting ratios should be stipulated, seeking at least three new trees to be planted (located as close to the original location as possible), for every tree removed. Such replanting should be of native species in keeping with the character of the landscape in each location and should be undertaken within the next available planting season after the works have finished. This must be accompanied by a standard condition specifying that within a period of 5 years from the completion of the proposed works, any replacement tree or hedge that dies, is removed or becomes seriously damaged or diseased, shall be replaced in the next available planting season with others of similar size and species.</p>	<p>The environmental mitigation presented on ES Figure 7.8 Environmental Masterplan (Document Reference 6.3) details how lost trees and vegetation will be mitigated. Areas of tree, woodland, screening, planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.</p> <p>National Highways have 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. 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. The translocation of trees and hedgerows is also proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the Environmental Management Plan (Document Reference 6.4 Appendix 2.1).</p> <p>A requirement will be part of the draft DCO submitted with the application, this will require the submission and approval of a detailed landscaping scheme which the local planning authority and local highway authority would be consulted on.</p>	N/A
138	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>There are very few TPO trees along the route that are close enough to be potentially directly impacted. The presence of TPO-- TD629 has been recorded in the PEIR (two oaks close to the junction of Bickenhall Lane and the existing A358), but it does not seem to be shown on the plan. I think that the trees have now been surrounded by more recent planting, but the older protected oaks should be retained and protected.</p>	The plans for each Tree Preservation Order (TPO) are included in Tree Survey and Arboricultural Impact Assessment report as part of the ES (Document Reference 6.4, Appendix 7.3).	N/A
139	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>TPO-- TD589, one poplar and two oaks on land to the east of the Somerset Progressive School, has also been recorded in the documents. These trees have also been largely obscured from the existing A358 by newer planting, but it is important that they are retained and protected.</p>	These trees are located outside the scheme footprint therefore will not be impacted by the scheme.	N/A



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140	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>One related issue that must be referenced at this point though, is that National Highways will need to be able to demonstrate that all near or off-site planting is on land either within their ownership or that they have a reasonable legal agreement with the land owner to facilitate the planting and address all maintenance issues (checking, watering, replacement planting, etc.) over subsequent years from the planting. Without this in place, there will be no guarantees on the future lifespan of any such planting.</p>	National Highways are continuing to engage with landowners in relation to off-site mitigation and planting. Relevant legal agreements will be sought in relation to temporary or permanent land take required to ensure appropriate maintenance of planting.	N/A
141	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>In general terms, the loss of scattered trees should be clearly quantified to enable a justification of their 'local importance' to be considered.</p>	<p>Existing and impacted trees and groups are quantified in the Tree Survey and Arboricultural Impact Assessment (Document Reference 6.4, Appendix 7.3).</p> <p>The comment on local importance of scattered trees is considered in the preparation of Chapter 7 Landscape and visual effects within the ES (Document Reference 6.2).</p> <p>The valuation of all habitat types, including scattered trees, is presented within Chapter 8 Biodiversity of the ES (Document Reference 6.2), this includes an updated assessment of valuation based on habitat surveys completed in 2021 since publication of the PEI Report.</p>	N/A
142	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>It appears that no 'veteran' trees would be affected by this new road, although the Black Poplar and some of the oaks may be well over 100 years old. The proposed 'veteranisation' of mature trees (involving wounding a healthy mature tree to encourage rot features) retained within the proposed scheme and wider landscape as a form of mitigation for veteran tree loss would not be supported and would be actively challenged.</p>	<p>The environmental mitigation proposals are presented on ES Figure 7.8 Environmental Masterplans (Document Reference 6.3). Areas of tree/woodland/screening planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.</p> <p>The Habitat Mitigation Strategy, ES Appendix 8.24 (Document Reference 6.4) provides details on the unavoidable loss of two veteran trees at the eastern end of the scheme and measures proposed to compensate for this loss. These measures include the safeguarding of other veteran trees, for example through the installation of fencing to avoid poaching by livestock, in proximity to the scheme as well as reducing competition around mature and over-mature trees that comprise future veteran resource across the local landscape.</p> <p>Further measures proposed include the selective veteranisation of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalists, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p> <p>This matter is discussed in the Statement of Common Ground with Somerset Council (See Statement of Commonality Document Reference 7.3).</p>	N/A
143	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>The Council also notes that there does not appear to be any temporary provisions or screening whilst the proposed tree and hedgerow mitigation is maturing. This will be important not just for immediate</p>	Regarding 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	N/A

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			protection from visual impact and noise pollution, but could also be vital for biodiversity and wildlife in general. The Council would be grateful if this could be considered and addressed in any revisions to the PEIR or within the eventual Environmental Statement.	<p>vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure.</p> <p>Details of proposed noise and vibration, landscape and biodiversity mitigation is detailed within ES Chapter 2 The project and each technical chapter of the ES (Document Reference 6.2). An Environmental Management Plan has also been prepared and is presented as ES Appendix 2.1 (Document Reference 6.4). The use of visual/acoustic bunds and barriers together with landscape planting has been incorporated into the scheme where appropriate. Full details are shown on Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p> <p>ES Chapter 7 Landscape and visual effects presents the assessment of the landscape and visual impact assessment for the construction stage and operational stage. This includes representative viewpoints from the opening year and 15 years after opening following the establishment of mitigation.</p> <p>A number of ecological mitigation strategies have been prepared to support ES Chapter 8 Biodiversity and are presented as ES Appendices 8.24-8.35 (Document Reference 6.4). They detail measures to be taken to provide temporary fencing or other features to replicate the proposed function of hedgerow and tree planting while it establishes, for example to provide features to force passing bats or birds up over the carriageway, avoiding collision with passing vehicles.</p>	
144	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>It is unfortunate that the proposed road appears to largely obliterate the woodland at the eastern end of Greenway Lane. This woodland is not recorded as being 'ancient' but there are a number of mature trees present, mainly in the southern section. The Council will be looking to see efforts made to retain more of this southern part of the wood.</p>	As the design develops, the design and construction footprint has been minimised where possible through the woodland where engineering requirements/constraints allow.	Yes
145	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>Replacement planting is obviously welcome, but it would be some years before the new trees are sequestering the same carbon as the established trees. So the Council firmly believes that there needs to be an significant net gain of trees in the proposal. In these times of climate crisis and emergency, the Council believes that the only way that a major road-building project such as this can be acceptable is if a significant amount of new tree-planting and habitat creation is undertaken. To this end, the Council would like to see much more in the way new woodland planting along either side of the new road, subject to ecological suitability, than is currently shown on the plans. This should be carried out using UK-sourced nursery stock and should be essentially a woodland mix of mainly native species, although it is accepted that, due to climate change and diseases such as Ash Dieback, a small percentage of non-natives may need to be planted. The ongoing maintenance of this mitigation planting will be crucial.</p>	<p>The mitigation proposed aims to mitigate the impacts of the scheme and seek powers to acquire land where the need for mitigation is justified and proportionate.</p> <p>National Highways have developed a scheme design which includes extensive areas of hedgerow, scrub, tree and woodland habitat creation, as well as grassland, 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.</p> <p>As part of the Environmental Statement, National Highways has prepared an Environmental Management Plan (EMP) including a Landscape and Ecological Management Plan (see ES Appendix 2.1 including Annex D, Document Reference 6.4) 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> <p>Within this document there is a commitment to review mitigation planting on an annual basis for the first 5 years, with any dead, damaged or diseased specimens to be replaced in the next available planting season with others of similar size and species.</p>	N/A

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				This matter is discussed in the Statement of Common Ground with Somerset Council (See Statement of Commonality Document Reference 7.3).	
146	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>The Council will comment on the Landscape and Ecological Management Plan when it is produced. Therefore, for now, the Council reserves judgement on this vital document.</p>	The Landscape and Ecological Management Plan is submitted as Annex D to Appendix 2.1 Environmental Management Plan with the DCO Application (Document Reference 6.4).	N/A
147	Somerset West and Taunton		<p>Comments on trees and hedgerows specifically, which are included in the PEIR under Chapters 7 (landscape) and 8 (Biodiversity).</p> <p>The main area where mature trees and hedgerow will be lost is the new route between J25 and the Mattocks Tree Green junction. In this area the road will be built through what is currently an attractive and rural series of fields that are bordered by well-treed hedgerows of field maple, oak, willow, ash, hawthorn and poplar. There are some good mature specimen oaks in these areas, but on the whole, it is not considered that many of them will be directly affected. The details of this will need to be reviewed when they have been surveyed and supplied for comment. Of particular concern is a mature Black Poplar to the south of Ruishton Court near to a junction of hedgerows that the Council would wish to be retained and protected. It is a native and nationally rare species. Black poplars are considered one of the most endangered native trees in the UK and hold significant cultural and biodiversity value. Adverse impacts to this black poplar should be avoided entirely. The Council will be looking to make sure that this tree is not impacted in any way as a result of the design of the new road, otherwise it might have to consider making the tree the subject of a Preservation Order.</p>	<p>Impacts on specific trees or groups of trees within and adjacent to the scheme boundary are presented in the Tree Survey and Arboricultural Impact Assessment presented as ES Appendix 7.3 (Document Reference 6.4). Where possible, impacts on high quality trees have been avoided through design where engineering requirements/constraints allow.</p> <p>The Ecological Mitigation Strategy – Habitats (Document Reference 6.4, Appendix 8.24) details measures that would be taken to encourage the long-term viability of the Black Poplar population within the local landscape along the scheme, by seeking to propagate this species and incorporate into the planting design for the woodland and hedgerow creation areas.</p>	N/A
148	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Habitats and Protected Species</p> <p>Barn Owl</p> <p>The applicant is advised to explore opportunities to mitigate for loss of potential barn owl breeding sites away from the proposed scheme footprint, as well as encouraging the species to disperse from the vicinity of the A358. Highways are a leading cause of barn owl fatalities as the chapter acknowledges. Provisioning of barn owl boxes with suitable landowners at least 10 kilometres away from the proposed scheme is therefore recommended.</p>	<p>ES Chapter 8 Biodiversity and supporting appendices present the results of barn owl surveys completed by National Highways in 2021 and an assessment of the impact of the scheme on barn owls and measures to mitigate these impacts.</p> <p>Details of the barn owl surveys are presented in ES Appendix 8.14 Ecological Baseline Report – Barn owl (Document Reference 6.4). Ecological mitigation strategies have been prepared for various habitat and species to support ES Chapter 8 Biodiversity (Document Reference 6.2), these include ES Appendix 8.29 Barn owl (Document Reference 6.4) which includes a commitment to the provision of barn owl boxes.</p> <p>The ecological mitigation strategy and the Environmental Management Plan (EMP) including Annex D Landscape and Ecological Management Plan (Document Reference 6.4) details measures to be taken during both the construction and operational phases of the scheme to protect barn owls. Measures designed into the scheme (based on published research) focus on discouraging barn owls from the live carriageway and include tall hedgerows/treelines retained where possible along the highway boundary, and the creation of new vegetated screens (hedgerows and treelines) to encourage any barn owls within the scheme to fly high over the live carriageway. Habitat creation and management has been designed to reduce the extent of suitable barn owl foraging habitat (rough grassland) directly alongside the live carriageway, and where new barrier planting would take time to establish, the use of fencing has been considered. Although mitigation measures have focused on identified barn owl traffic</p>	N/A

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				hotspots, measures have also been considered for the full length of the scheme. No barn owl boxes would be provided within the scheme boundary and no potential barn owl breeding sites fall within the site clearance boundary (no loss of potential breeding or resting/roosting sites). A barn owl box is proposed west of the scheme, located 1.5km from the main carriageway, to encourage barn owls to nest further away from the scheme.	
149	Somerset West and Taunton		<p>Comments on PEIR— Chapter 8 (Biodiversity)— General Consultation Document</p> <p>As a general point, National Highways are advised to consult with both the Somerset Bat Group and the Somerset Wildlife Trust for comment. This does not appear to have been undertaken and their views will be paramount in consideration of biodiversity.</p>	Somerset Wildlife Trust has been consulted and have provided responses. Somerset Bat Group has been consulted and further consultations are proposed thorough the DCO process.	N/A
150	Somerset West and Taunton		<p>Comments on PEIR— Chapter 8 (Biodiversity)— General Compliance with the Ecological Emergency</p> <p>Overall, the scheme will, at present, result in the continued and exacerbated severance of ecological networks by what in some places is a significantly and unnecessarily wide corridor. Fundamentally, the scheme should be looking to deliver environmental, not just biodiversity, net gain and improve the connectivity and quality of ecological networks. The Somerset Local Nature Partnership is currently in the early stages of developing a Local Nature Recovery Strategy for Somerset. The scheme for the A358 should be so designed as to enable the delivery of this Local Nature Recovery Strategy, with opportunities taken for linking currently severed and fragmented habitats, rather than making them worse. There would appear to have been no consideration of options such as green bridges, wildlife subways and similar. The scheme includes a number of landscape features and attenuation basins, however, there is no clear strategy for how these relate to opportunities for creating and extending nature recovery networks.</p>	<p>The fragmentation effect of large linear infrastructure projects is acknowledged within the ES and an impact assessment upon local species has been made accordingly.</p> <p>The majority of the scheme comprises widening of the existing A358, with multiple existing watercourse crossing and underbridge features that would be replicated/extended as part of construction of the new eastbound carriageway. A review was undertaken as to the appropriateness of including a green bridge/bridges within the preliminary design. However, due to the number of existing structures along the scheme (and the distance between these), geometry of the road alignment and adjacent residential properties, inclusion of a green bridge was not viable in terms of accordance with National Highways safety standards and the knock-on effects (in terms of site clearance) to implement this. In addition, the baseline biodiversity survey data did not support the need for a single 'green' crossing, with species crossing the existing carriageway in multiple locations between the tree canopy and/or through existing underbridges. The mitigation proposals have been discussed extensively with Natural England, who agree with the approach taken in terms of retaining important habitat crossing features and creating new woodland corridors in the vicinity of the scheme.</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. As an example, large blocks of woodland have been created around the Griffin Lane area on either side of the A358 to complement the belt of woodland that runs through the landscape in this part of Somerset, extending from the levels south to the Blackdown Hills.</p> <p>Additional measures have 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 would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate.</p>	N/A
151	Somerset West and Taunton		Comments on PEIR— Chapter 8 (Biodiversity)— General Compliance with the Ecological Emergency	National Highways have worked with landowners to try to develop a scheme that leaves economically viable fields along the scheme. Due to the nature	N/A

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			On a similar note, the proposals appear to be creating pockets of sterilised land surrounded by infrastructure. This poses a commercial viability issue for continued farming of such land, but also encourages the fragmentation of habitat and creation of ecological deserts. This is particularly evident around the proposed Rapps/Ashill junction and the Stewely Link Road, but visible in multiple other parts of the scheme design.	of the scheme, the creation of some smaller parcels of isolated land is unavoidable, particularly around large junctions such as at Ashill and Mattocks Tree Green. Habitat creation has been designed where possible to provide habitat connections via hedgerows into these pockets of habitat or where this is not possible, habitats have been designed to benefit those species that would not find the road a barrier to dispersal, i.e. birds and flying invertebrates. It is also recognised however that certain species, such as barn owl, may be discouraged from these areas to avoid the risk of collision with passing vehicles. The details of all habitat creation measures are discussed within the ES.	
152	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Biodiversity Net Gain</p> <p>The applicant is expected to use DEFRA's Biodiversity Metric (currently version 3.0), to demonstrate how mitigation proposals will account for loss of habitats (particularly the wealth of NERC Act (2006) Priority Habitats that are present within the application site). A Biodiversity Net Gain (BNG) assessment does not appear to have been submitted with the PEIR, and it is expected that this will be submitted with the ES at a later stage.</p>	<p>The Environment Act 2021 became law in November 2021. However, the obligation for Nationally Significant Infrastructure Projects (NSIPs) to deliver an increase of at least 10% biodiversity value is not expected to come into force until November 2025. Defra is developing a draft biodiversity gain statement, which will set out the detail of the biodiversity net gain objective and requirements for NSIPs.</p> <p>The Defra Biodiversity Metric 3.1 (published in April 2022) has been used to account for habitat losses and gains on the project. The results of this assessment are provided in the Biodiversity Metric Report found within Appendix 8.6 of the ES (Document Reference 6.2).</p> <p>Due to the timing of the DCO application for the scheme, it is anticipated that the requirement to meet the biodiversity net gain objective will not apply to the determination of the application and the mechanism to secure land for the purposes of delivering net gain will not be in place. As a result, the scheme instead seeks to maximise biodiversity through essential mitigation requirements for delivery in accordance with current statutory and policy requirements.</p> <p>A high-level quantification of the level of biodiversity that would be lost due to the scheme, and the additional biodiversity resource provided by the habitat creation/enhancement included within the scheme, has been undertaken using Defra metric version 3.1, and will be detailed within the Biodiversity Metric Report, included in ES Appendix 8.6 (Document Reference 6.4).</p> <p>This matter is discussed in the Statement of Common Ground with Somerset Council (e Statement of Commonality Document Reference 7.1)</p>	N/A
153	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Design</p> <p>Dormouse Bridges</p> <p>The Environmental Statement should detail and justify how dormouse bridge proposals will, in addition to other measures, 'provide an equivalent level of connectivity and dispersal function to that lost' as claimed in the PEIR. The detail that needs to be included in this regard, must give detailed specifications of all such proposed bridges proposed.</p>	An Ecological Mitigation Strategy -Hazel Dormouse (Document Reference 6.4, Appendix 8.30) has been prepared to support ES Chapter 8 Biodiversity. The ES and associated baseline reports identifies the number and location of dormouse along the scheme. Justification for mitigation measures, including habitat creation and dormouse bridges, is provided in the ES Chapter 8 Biodiversity (Document Reference 6.2).	N/A
154	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Impact Assessment</p> <p>There are concerns with potential short-term, medium-term and therefore long-term impacts to designated wildlife sites, biodiversity, and ecosystem functioning. The application supports what could be considered a nationally important level of biodiversity, including species that have endured drastic national declines, European Protected Species, and NERC Act (2006) Priority Species. Protected and Priority</p>	National Highways acknowledge that woodland creation is a medium- to long-term mitigation strategy, given the time taken for tree species to establish and mature. However, woodland creation proposals include the translocation of suitable tree species (where possible) to add a diversity of age and structure to newly created woodlands. 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.	N/A

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			Species include otter, dormouse, breeding birds (including Schedule 1 species of the Wildlife and Countryside Act (1981) such as kingfisher and barn owl), bats (including four rare European Annex II species), great crested newts, brown hare, pole cat, hedgehog, harvest mouse, badger, water vole, reptiles, fish, aquatic and terrestrial invertebrates (including the nationally rare brown hair streak butterfly), and common toad. These species are supported by the 27 different habitat types recorded within the application site, which includes Priority Habitats. It is considered that the adequacy of proposed mitigation relies heavily in the long-term, when habitats would be established, which for woodland, as an example, will take decades. Paragraph 174 of the NPPF 2021 states that 'planning policies and decisions should contribute to and enhance the natural and local environment by (inter alia): protecting sites of biodiversity; recognising the wider benefits from natural capital and ecosystem services; minimising impacts on and providing net gains for biodiversity'.	<p>These areas of woodland creation have also been located to connect existing woodland areas, some of which currently comprise isolated pockets of semi-natural habitats, to provide an improved network of woodland and hedgerow habitats for species dispersal, facilitating the safe movement of wildlife through the landscape. In addition, the mitigation proposals include large areas of woodland and hedgerow improvements, focussing on removal of undesirable species (where appropriate) and more sensitive management to improve biodiversity.</p> <p>Should the DCO be granted, all habitat creation and enhancement located outside the land required for construction of the scheme would be implemented within the first suitable season after the DCO is granted.</p> <p>As part of the Environmental Statement, National Highways has prepared an Environmental Management Plan (EMP) including a Landscape and Ecological Management Plan (see ES Appendix 2.1 including Annex D, Document Reference 6.4) 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>	
155	Somerset West and Taunton		<p>Comments on PEIR-- Chapter 8 (Biodiversity)-- Impact Assessment</p> <p>There is an area of 'Special Road Verge' categorised as species-rich along the carriageway verges adjacent to Hurford's Plantation. It is not clear in the PEIR if this area has been recorded in the updated Phase 1 surveys. The applicant is encouraged to consider incorporating species-rich grassland / wildflower opportunities across highway verges in accordance with Somerset County Council Pollinator Action Plan (2018-2028) objectives (see Objective 4.1).</p>	<p>The loss of the Road Verges West of Hatch Beauchamp Local Wildlife Site is acknowledged and assessed within the ES Chapter 8 Biodiversity (Document Reference 6.2)</p> <p>Opportunities are being taken to ensure the biodiversity value of the proposed road verges are maximised, with low-nutrient soils being used to allow the creation of species-rich grasslands with wildflowers in the verges where possible. In addition, species rich grasslands, and reptile grasslands is being provided in offsite locations.</p>	N/A
156	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - Impact Assessment</p> <p>When describing impacts to habitats, the applicant is advised to quantify habitat loss and additionally categorise respective habitat loss in relation to cause for destruction. The PEIR is not clear in explaining the reasons behind significant amounts of habitat loss. Labelling as 'construction' is not sufficient. Considering the abundance of arable and agricultural farmland in the area, destruction of Priority Habitats to accommodate temporary work zones such as borrow pits, access roads, and site compounds would not be supported by the Council. Location convenience for such work zones is not considered acceptable.</p>	<p>The PEI Report detailed the anticipated impacts of the proposed scheme at that stage within the design process. ES Chapter 8 Biodiversity and its supporting appendices (Document Reference 6.2 and 6.4) provides greater detail and description of the source of impacts upon ecological receptors. Efforts have been made throughout the design process to reduce the impact of temporary features such as compounds, stockpiles and haul routes upon ecological features.</p>	N/A
157	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - Habitats and Protected Species</p> <p>Brown Hairstreak</p> <p>Further clarification is required for the judgement of the brown hairstreak population to be of 'local importance'. This colony breeder is one of Britain's rarest butterflies and is evidently breeding across almost half of the application site hedgerows. It is advised the Environmental Statement sets out mitigation that includes the translocation of ovum to suitable receptor sites prior to destruction of hedgerows.</p>	<p>It is recognised that brown hairstreak is a species of principal importance and restricted in range beyond the south and western UK; however, Somerset is one of the strongholds for this species and whilst the species was found throughout suitable habitats across the scheme, this is as would be expected, given the habitats present and the location of the scheme.</p> <p>National Highways have designed a scheme that includes extensive areas of woodland, scrub and hedgerow creation. Species planting mixes will incorporate blackthorn, the food plant of brown hairstreak. Extensive hedgerow improvements are proposed along the length of the scheme, this will take the form of a reduced cutting regime to encourage a denser and taller hedgerow network to the benefit of a range of species including brown hairstreak. Hedgerow translocations are proposed in key locations along the scheme, with the intention of providing continuity of the available habitat structure. These measures would offer continued egg laying opportunities</p>	N/A

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				<p>for brown hairstreak in the landscape while the new areas of habitat creation establish.</p> <p>The ES Chapter 8 Biodiversity includes an ecological mitigation strategy for terrestrial invertebrates which incorporates brown hairstreak butterfly (see ES Appendix 8.35, Document Reference 6.4). Brown hairstreak butterfly information is provided in ES Chapter 8 Biodiversity (Document reference 6.2), with a brown hairstreak ecological baseline report provided in ES Appendix 8.23 (Document reference 6.4).</p>	
158	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - Habitats and Protected Species</p> <p>Breeding Birds</p> <p>There is concern with the judgement of the breeding bird assemblage to be of 'local importance'. Furthermore, there is a strong argument that the loss of approximately 28 hectares of woodland and over 16 miles of hedgerow would undoubtedly result in a likely significant effect to breeding birds. Further details should be submitted within the Environmental Statement to outline how the proposed provision of habitat creation and bird boxes prior to construction would alleviate these effects, noting the significant timeline it would take for replanted habitats to establish and that not all breeding birds utilise boxes.</p>	<p>National Highways have completed further breeding bird surveys in 2021, and based on this additional information, the breeding bird assemblage was found to contain species populations of local and county level importance. 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.</p> <p>Details of the breeding bird surveys are presented in ES Appendix 8.12 Ecological Baseline Report – Breeding birds (Document Reference 6.4). Ecological mitigation strategies have been prepared for various habitat and species to support ES Chapter 8 Biodiversity (Document Reference 6.2), these include breeding birds (see ES Appendix 8.28, Document Reference 6.4), which detail any requirements for pre-commencement surveys. The assessment of effects on breeding birds is presented within ES Chapter 8 Biodiversity (Document Reference 6.2).</p> <p>Alongside this extensive habitat creation, the details of nest box schemes are also provided. Nest boxes scheme have been specifically designed for farmland/hedgerow bird species, starling, woodland bird species, tawny owl/little owl/stock dove/jackdaw, and grey wagtail, the locations of which have been informed by the breeding bird surveys. Nest box schemes would be provided prior to construction where possible. For those species that do not use nest boxes, the habitat retention and creation is considered sufficient to avoid significant impacts.</p>	N/A
159	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - Impact Assessment</p> <p>It is noted that many ecological surveys are on-going and that the PEIR lacks a cumulative impact assessment in this regard. Therefore, the Council has to reserve judgement on these areas and a complete response to impacts and mitigation proposals will be provided upon submission of this information, whether in the Environmental Statement or at some time before the ES is produced.</p>	<p>The PEI Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. ES Chapter 8 and supporting appendices (Document Reference 6.2 and 6.4) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts.</p> <p>A Habitats Regulation Assessment – Screening and Statement to Inform Appropriate Assessment has also been prepared and is submitted as Document Reference 6.5.</p>	N/A
160	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - General Compliance with the Ecological Emergency</p> <p>It is recognised that an HRA Screening Assessment has been undertaken, likely significant effects have been identified and that an Appropriate Assessment will now follow.</p>	<p>An updated HRA document is included as part of the DCO submission (see Habitats Regulations Assessment: Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5)).</p>	N/A
161	Somerset West and Taunton		<p>Comments on PEIR - Chapter 8 (Biodiversity) - Design</p> <p>Mammals</p>	<p>Every watercourse crossed by the alignment will have a mammal crossing provided, in addition, there will be four standalone badger tunnels. Locations</p>	N/A

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			The first two pages of the Environmental Mitigation Plan lack suitable crossing points for mammals, such as badger, deer, and brown hare (sheet 1 and 2). It is strongly advised that the new line proposed for the road incorporates mammal culverts to alleviate the inevitable effects of fragmentation from the proposed scheme in the land parcels between the existing A358 and the proposed new line. There is also a lack of suitable crossing points for mammals in the southern region of the proposed scheme, noting there are no crossing points shown on sheet 8 and 9.	of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a).	
162	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  The methods outlined in the PEI Report for assessing the impact of potential land contamination are in line with what would be expected for this type of scheme.	National Highways welcomes support for the methodology for assessing impact of land contamination.	N/A
163	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  Conceptual site models (CSMs) have been produced for each of the potential contaminated land sites as these are most likely to interact with the proposed scheme and/or associated construction works. A programme of intrusive investigation is to be undertaken across the current proposed scheme to provide information on the ground conditions and to inform the design.	National Highways note and agrees with comments made. Impacts on the environment with regard to land contamination and effect on human health, surface water and groundwater receptors are assessed within ES Chapter 9 Geology and soils (Document Reference 6.2).	N/A
164	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  The Report refers to the relevant guidance for the assessment of potentially contaminated land and outline the methodology that will be used. This includes gathering relevant data on potential contamination and sensitive land uses and waters: assessing the potential risks and a walkover surveys of selected sites.		N/A
165	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  The Report states that for the construction phase risks could be mitigated by applying best practice, which would be set out in an Environmental Management Plan.		N/A
166	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  No operational effects were identified regarding contamination.		N/A
167	Somerset West and Taunton		Comments on PIER - Chapter 6 (Cultural Heritage) - Archaeology  The Council considers that the study area, referred to in paragraph 6.5.6, of 250 metres, is appropriate in terms of assessing adverse effects on non-designated heritage assets with archaeological interest, such as buried archaeology.	National Highways acknowledge support for the proposed assessment methodology.	N/A
168	Somerset West and Taunton		Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).  Section 9.11 of the Report outlines further work that will be undertaken, including further site investigations, a land contamination risk	National Highways notes feedback raised. The findings of the ground investigation and updated land contamination risk assessment is presented in ES Chapter 9 Geology and soils (Document Reference 6.2) and in ES Appendix 9.2 (Document Reference 6.4).	N/A



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			assessment and further monitoring of watercourses. This will need to be assessed when the Council receives sight of the additional information referred to. So, judgement is reserved at this stage.		
169	Somerset West and Taunton		<p>Comments on PEIR - Chapter 9 (Geology and soils) and chapter 16 (summary).</p> <p>The Chapter on Geology confirms that the impacts on the environment of the proposed scheme is to be considered with regard to land contamination and the effect on human health, surface water and groundwater receptors. The Report gives baseline conditions with regard to potential contamination and identifies potential contaminant linkages which could be formed due to the construction and/or operation phases of the proposed scheme. This forms the basis of the assessment of the potential effects from land contamination.</p>		N/A
170	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>The noise assessment concludes that several hundred properties will have "adverse significant noise effects", which is many more than will have a benefit. The figures with the noise report do include a noise difference contour map and a plan showing the significantly affected receptors (benefit and adverse). The main area of benefit will be in Henlade, with some adverse effects on the route of the new bypass around Henlade. However, there are also adverse effects at properties close to the existing route, which the Report states could be due to a combination of alignment changes, speed and flow increases as a result of the new improved road. In general terms though, the PEIR recognises that 324 properties will receive either direct or indirect permanent beneficial noise affects from the regrading and re-routing of the road. However, 813 properties will have either direct or indirect significant permanent adverse noise effects arising from the operation of the new road. This is simply not reasonable, unless National Highways are going to pay for and provide a scheme of mitigating double glazing. Whilst physical barriers can provide some rest bite from noise pollution, most such schemes would involve built intrusions into the countryside, which would be harmful to visual amenity (and possibly wildlife). Appropriate planting, and a significant amount more than is currently proposed, would appear to be the only natural solution to the issue of additional noise pollution.</p>	<p>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. 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 Chapter 11 Noise and Vibration of the ES (Document Reference 6.2).</p> <p>The updated assessment presents the conclusions of the assessment including the number of significant noise and vibration effects both adverse and beneficial during construction and operation.</p> <p>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 given the seasonal nature of leaf cover and the density of vegetation required. 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. However, the proposed noise bunds would be complimented by visual screening where required. Details of the environmental design and mitigation proposals are presented on Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p>	N/A
171	Somerset West and Taunton		<p>Comments on PEIR - Chapter 12 (Population and Health).</p> <p>It is noted in paragraph 12.9.124 under the reference of 'Employment and training, that "a proportion of the construction workforce would be brought into the area and therefore made up of workers travelling from outside the area". The Council really urge National Highways to rethink this statement and overall policy. It is important that National Highways looks to commission as much work to local subcontractors and embed into this apprenticeship and training plans as part of the requirements to be trained in civil engineering and sustainable construction and engineering. This should linking with the Local Colleges and Universities centres to create employment and career opportunities for young people, especially in Taunton.</p>	<p>The assessment in ES Chapter 12 Population and human health (Document Reference 6.2) is in accordance with the DMRB standard LA 112. It sets out, at a high level, employment and economic matters and assumptions that are relevant to the assessment of likely significant effects on population and human health, including local communities.</p> <p>LA112 does not require provision of the anticipated total number of workers required during construction. Further information on the number of workers can be made available once a contractor is appointed, which is the point at which more certainty can be provided.</p> <p>At this stage, there is no need/requirement for an Employment and Skills Plan to be adopted. National Highways is a responsible employer, and it helps ensure through its sustainable procurement practices that community benefits and targeted recruitment and training benefits are realised through</p>	N/A

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				its delivery of programmes and projects, including the A358 Taunton to Southfields Dualling Scheme.  National Highways can provide further information about its tendering process on request. A successful contractor would be required to deliver such benefits and its performance will be carefully monitored and evaluated during construction in accordance with National Highways Key Performance Indicators.	
172	Somerset West and Taunton		Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).  The methods outlined in the PEI Report for assessing the impact of noise and potential land contamination are in line with what would be expected for this type of scheme.	National Highways welcomes support for the methodology for assessing impact of noise and potential land contamination.	N/A
173	Somerset West and Taunton		Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).  While there are plans and figures showing relevant information, the details of the data or calculations regarding the air quality and noise assessments are not included with the Report. Without this information is it not possible to give a detailed comment on the assessment carried out so far, therefore, it should be included in the more detailed reports to follow or, made available on request.	Operational traffic noise assessments have been carried out in accordance with CRTN which is the standard UK methodology for assessing noise from new and altered roads, together with minor updates to methodology as outlined in DMRB LA 111 Appendix A. Computer noise models were built using the full 3D engineering design based on preliminary design. Traffic data inputs are described in paragraph 11.4.18 and 11.4.19. Predictions of noise levels at sensitive receptors during operation are presented in Appendix 11.5 of the ES Appendices (Document Reference 6.4).  Construction noise predictions have been undertaken following the prediction methodology in BS 5228 using source noise levels taken from BS 5228 Annex C as set out in Appendix 11.4 of the ES Appendices (Document Reference 6.4). These have been used to predict the noise levels at sensitive receptors from the works for different activities. Further detail on construction noise and vibration predicted levels are reported in Appendix 11.4 of the ES Appendices (Document Reference 6.4).  The impact of construction dust and operational traffic were assessed and reported in the PEI Report Chapter 5 Air Quality following the guidance outlined within DMRB LA 105. The impact of construction dust, construction traffic and operational traffic has been assessed based on updated design information in accordance with DMRB LA 105 guidance for the ES. In accordance with this guidance a simple level assessment was undertaken. The methodology and results of these assessments are reported in ES Chapter 5 Air Quality and supporting appendices (Document References 6.2 and 6.4). Best practice mitigation measures relating to construction dust and construction traffic are included in the Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4).	N/A
174	Somerset West and Taunton		Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).  The Report includes tables outlining the numbers of properties that could be subject to "significant operational noise effects" in a number of areas along the route of the road. The results are summarised below (from Chapter 16)	The findings of the noise assessment are presented in the ES Chapter 11 Noise and vibration and ES Chapter 16 Summary (Document Reference 6.2).	N/A
175	Somerset West and Taunton		Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).  The Report states that the assessment will follow the methodology set out in the Design Manual for Roads and Bridges (DMRB), LA 111 Noise and vibration, and that Annex E/1 of DMRB LA 111 Noise and vibration	National Highways notes conclusions in the PEI Report Chapter 11.	N/A

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			provides instruction on how to take account of government noise policy when assessing road schemes		
176	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>Operational Stage</p> <ul style="list-style-type: none"> <li>• Direct permanent beneficial significant noise effects have been identified at 113 residential properties.</li> <li>• Direct permanent adverse significant noise effects have been identified at 439 residential properties.</li> <li>• Indirect permanent beneficial significant noise effects have been identified at 211 residential properties.</li> <li>• Indirect permanent adverse significant noise effects have been identified at 374 residential properties.</li> </ul>	The findings of the noise assessment are presented in the ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
177	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>The Report states that further work will be carried out to incorporate additional noise mitigation measures into the design, and that updated significant effects will be reported. It should be noted that the best way to deal with noise problems is to reduce the noise at source, with barriers etc being the secondary way to mitigate any noise. Therefore, National Highways should look at ensuring that the road surface chosen will reduce the level of noise being generated as much as possible.</p>	The scheme includes a low noise surface to minimise noise generation in all locations.	N/A
178	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>Noise levels were calculated across a grid of receptor positions over the study area to produce contours of noise level exposure. Additional calculations were also conducted at specific assessment locations to represent noise sensitive receptors (NSR) (e.g. residential properties).</p>	National Highways notes conclusions within the ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
179	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>Paragraphs 11.11.18-22 outline proposed further work as listed below.</p> <ul style="list-style-type: none"> <li>• As part of the EIA, the preliminary operational assessment will be updated to reflect the Design Fix 2 scheme design.</li> <li>• The operational assessment will be updated to include the PCF stage 3 traffic modelling outputs and updated road surface information.</li> <li>• Additional noise mitigation will be incorporated into the design and updated significant effects will be reported in the ES.</li> <li>• An assessment of noise impacts from night-time construction works and diversion routes at night will be undertaken if applicable and reported in the ES.</li> <li>• An assessment of noise impacts of construction traffic on site haul roads and the public highway will be undertaken and reported in the ES.</li> </ul>		N/A

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180	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>Regarding noise, the main benefits are to properties on the existing road in Henlade which will benefit from the new road bypassing the village. However, it is noted that the Scheme will also lead to some adverse effects to properties along the route</p>	The noise assessment has been updated and is reported in ES Chapter 11 Noise and vibration (Document Reference 6.2) taking into account updated traffic modelling, a low-noise road surface and roadside noise mitigation in the form of bunds and noise fence barriers. The updated chapter presents the conclusions of the assessment including identified significant noise and vibration effects both adverse and beneficial, for construction and operation.	N/A
181	Somerset West and Taunton		<p>Comments on PEIR - Chapter 11 (Noise and Vibration) and chapter 16 (summary).</p> <p>Construction Stage</p> <ul style="list-style-type: none"> <li>• Temporary adverse significant noise effects from construction activities have been identified at approximately 345 residential and non-residential noise sensitive receptors within the study area.</li> </ul>	The findings of the noise assessment are presented in the ES Chapter 11 Noise and vibration (Document Reference 6.2).	N/A
182	Somerset West and Taunton		<p>Comments on PEIR - Chapter 12 (Population and Health).</p> <p>This chapter also considers the potential impacts to local businesses and farmers in particular. It would be helpful to see those who will be impact by this scheme, such as local businesses and farmers, offered some form of grant or support to deal with the disruption to their business and impact and consequential loss of trade during the period of the construction work. Also, simple measures such as officers dedicated to providing information on timings of works and its intensity along the route, to give the business plenty of time to plan, would be welcomed. This would be in accordance with the two other local Development Consent Orders approved for the New Nuclear Build at Hinkley Point C and the Connections project for National Grid, where this type of funding has been made available to mitigate the impact of noise, pollution, disturbance and impact on trade and the communities. This would ensure there is local economic benefit to communities and businesses along the route.</p>	<p>ES Chapter 12 Population and human health (Document Reference 6.2) has been undertaken in accordance with the accepted guidance and methodology presented within DMRB LA112 Population and human health. This includes consideration of the impacts on local communities and residential properties. Mitigation is proposed within the scheme to avoid or reduce adverse effects where feasible to businesses and agricultural holdings and these are secured through the DCO. Such measures are listed in Table 3-2 Register of Environmental Actions and Commitments (REAC) table within ES Appendix 2.1 Environmental Management Plan (EMP) (Document Reference 6.4).</p> <p>National Highways continues to engage with landowners directly affected by the scheme using clear statutory procedures, to understand the effects of the scheme on their land interest. Specific mitigation solutions or compensation would be agreed on a case-by-case basis as appropriate, in line with the compensation code. Some landowners may be entitled to make a claim for compensation under the Land Compensation Act 1961.</p> <p>National Highways recognises concerns over the disruption to the local road network and communities during construction of the scheme and will seek to reduce disruption while maintaining highway safety.</p> <p>National Highways has produced ES Appendix 2.1 Environmental Management Plan (EMP) Annex B Construction Traffic Management Plan (CTMP) (Document Reference 6.4) which sets out how the impact of construction on the environment, the road network and local communities will be managed. As set out in the EMP, a community liaison officer will be appointed during the construction of the scheme to provide ongoing dialogue with stakeholders and members of the public.</p>	N/A
183	Somerset West and Taunton		<p>Comments on PEIR - Chapter 13 (Road drainage and the water environment).</p> <p>It is appreciated that this chapter is primarily the domain of the County Council, who are the Lead Local Flood Authority and have responsibility for drainage issues. However, Somerset West and Taunton Council has to place a 'marker' down about the issue of phosphates and this would appear to be the most relevant place in which to do so.</p>	<p>National Highways are aware of the Biodiversity Emergency issued by the Somerset Councils (as were) following advice issued by Natural England that the Somerset Levels and Moors SPA and Ramsar site is in unfavourable conditions primarily due to phosphate levels in surface water. In response, Somerset Council is considering phosphate emissions from developments given within planning applications, primarily developments such as residential, agricultural, and commercial developments. Road developments are not considered significant sources of phosphates. However, we have considered the potential impacts of phosphates from the scheme on designated sites and have reported the results (no significant effects) of this assessment in the Habitats Regulations Assessment –</p>	N/A
184	Somerset West and Taunton		<p>Comments on PEIR - Chapter 13 (Road drainage and the water environment).</p>		No

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			Conversely, the scheme also potentially presents an opportunity for delivery of strategic-scale nature-based phosphate stripping solutions. Such potential should be explored and delivered as part of multi-functional green infrastructure, alongside the hard infrastructure of the scheme, linked to delivery of nature recovery networks.	Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5).	
185	Somerset West and Taunton		<p>Comments on PEIR - Chapter 13 (Road drainage and the water environment).</p> <p>The site for the new road is hydrologically linked to the Somerset Levels and Moors, a site of international importance recognised by its SPA and Ramsar designations. The PEIR does not include a preliminary assessment of the scheme on the Somerset Levels and Moors at this stage, as it will be considered in the Appropriate Assessment. However, it is important to note that the Ramsar site is in an unfavourable condition, with the deposition of phosphates a key contributor to this, causing eutrophication of watercourses and impacting on birds identified as qualifying features of the Ramsar designation. Phosphates occur naturally through the weathering and erosion of rocks, or in agriculture and food production, through the use of fertilisers and food additives, and in animal and human waste. Therefore, the scheme has potential to release additional phosphates into nearby watercourses through disturbing phosphates stored in agricultural soils. Due to being hydrologically linked, these phosphates will be deposited in the Levels and Moors. This issue should be considered and assessed as part of the Appropriate Assessment.</p>	<p>A sustainable drainage design has been developed for the scheme. This has been informed by a detailed assessment of the potential impact of highway related runoff (using National Highways Water Risk Assessment (HEWRAT) tool) to ensure that an appropriate sequence of water quality treatment is in place to tackle the pollutants generated by the highway network (metals and hydrocarbons). In addition, embedded mitigation measures have been included for specific watercourses providing watercourse channels with a more natural plan form and cross sections which enhance aquatic vegetation and have been known to buffer the effects of high nutrient loading.</p> <p>Best practice mitigation measures relating have been included in the Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4).</p>	No
186	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Climate Conscious Design</p> <p>In addition to emissions associated with future road use, there will be significant embedded emissions associated with the construction of the scheme. This is estimated in the PEIR at 80 ktCO<sub>2</sub>e, but this figure does not fully consider emissions associated with land use change for instance. The PEIR suggests that the carbon reduction is embedded in the scheme design, however, there is little evidence of this. The scale of some of the junctions seems unnecessarily big and as such will use more materials with more emissions associated with their production. Has consideration been given to re-use of non-recyclable materials in the materials used for surfacing, e.g. plastics?</p>	<p>All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmental responsibility is always a balanced amalgam of all environmental benefits and disbenefits. Regarding carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 Climate and the best information available to date.</p> <p>The ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) and identify, assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.</p> <p>Further details in relation to embedded mitigation including those related to climate are discussed in ES Chapter 2 The project (Document Reference 6.2)</p>	N/A
187	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General scheme compatibility with the Climate Emergency</p> <p>Overall, the scheme needs to show how it is responding to the Climate Emergency and that it is not contrary to it. This should include being net zero overall through a combination of embedded design, delivery of associated infrastructure to enable modal shift and encourage behaviour change, and offsetting remaining embodied and operational carbon emissions through local holistically considered and co-beneficial</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.	N/A

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			projects, for example, tree planting, wetland creation and shifts in land management practices to sequester carbon and simultaneously deliver other ecosystem services. Whilst the National Policy Statement for National Networks may suggest that an increase in carbon emissions can only be a reason for refusal when it will materially affect the UK's ability to meet its carbon budgets, the cumulative impact of this scheme along with all other road improvement schemes and other carbon emitting proposals must be considered and every opportunity to reduce, mitigate and offset emissions taken. The updated Net Zero Target of the Climate Change Act is legally binding, and the 2037 sixth carbon budget is intended to become so. Responding effectively to these targets requires urgent and radical action now.	National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.  National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4 <sup>th</sup> Carbon Budget (construction emissions) and the 5 <sup>th</sup> and 6 <sup>th</sup> Carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement (ES) Chapter 14, 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 EIA 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.	
188	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure  The co-routing of the A358 and a strategic cycle route like this further presents the opportunity for enabling multi-modal trips, particularly when combined with mobility hubs. Carefully considered rural mobility hubs along the route of the A358, could enable modal shift and improve the viability of mobility services to rural Somerset. Such hubs could incorporate park and change facilities for a new, fast and direct public or shared transport service, e-bikes, Demand Responsive Transit, EV charging, freight consolidation and parcel collection facilities, and work hubs with high quality digital connectivity.	National Highways maintains and operates the strategic road network. The Government's Road Investment Strategy includes Designated Funds whereby National Highways works with partners to deliver projects that may be relevant to but beyond scheme delivery. Mobility hubs and digital innovation could not be delivered as part of the scheme but may be eligible for other funding opportunities.	N/A
189	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - General scheme compatibility with the Climate Emergency  It is widely accepted that new road schemes tend to result in increased numbers of cars travelling on the network (induced traffic), particularly where they are built with the aim of increasing capacity, reducing congestion and improving flow. Such a result would, on the face of it, be entirely counterproductive to responding to the Climate Emergency and the need to secure radical reductions in emissions over the course of the next decade. Transport emissions have remained stubbornly high and in fact have been increasing in recent years (excluding in relation to the pandemic). Therefore, a scheme like this can in one sense be seen as running contrary to what is needed. The traffic modelling included, backs this point up. It shows how overall vehicular movements are expected to significantly increase over the period to 2028 and 2043, presumably due to general population growth and other schemes, but further still as a direct result of this scheme. This is demonstrated by the figure at point I in Figure 6-1 of the Technical Traffic Note.	National Highways acknowledges the range of views expressed including concern around impact on traffic. 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 methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4) submitted within the DCO application.  Emissions from construction and operation have been quantified in ES Chapter 14 Climate (Document Reference 6.2). These have been considered in the context of the nationally legislated carbon budgets, and the significance assessment is based on an assessment of whether the scheme will materially affect the UK's ability to meet these budgets. This is in accordance with the methodological requirements in DMRB LA 114 Climate and the National Policy Statement for National Networks (NPSNN). Mitigation measures which are proposed to reduce carbon emissions in construction and operation are described in the ES.	N/A
190	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - General scheme compatibility with the Climate Emergency  Whilst the electrification of transport should in theory drastically reduce transport emissions, this is dependent on there being sufficient renewable power generated to match/exceed this, alongside electrification of heat and general power consumption. Electrification of transport alone is not enough. It must be accompanied by an overall	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The needs of walkers, cyclists, horse-riders and disabled users have been considered as part of the design development of the scheme, in line with the appropriate design standards.	N/A

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			reduction in vehicular use and modal shift, supported by behaviour change - as reflected in the transport-related outcomes of the Somerset Climate Emergency Strategy. The proposals fail to identify how the scheme can be compatible with any of these outcomes. There should be significantly more consideration about how the scheme can become more closely aligned to achieving these outcomes, whilst still delivering improved resilience to the strategic road network which is necessary. This would include facilitating the electrification and alternative decarbonisation of transport, improving digital connectivity, enabling active travel and facilitating public and shared transport options for rural Somerset.	UK Government published Decarbonising transport: a better, greener Britain in July 2021, which outlines 78 commitments to decarbonising all forms of transport and details key enablers and measures for achieving this. This includes a focus on achieving zero emissions for road transport through provision of infrastructure that supports the transition to zero emissions and a phasing out of non-zero emissions road vehicles in a shift towards electric. However, there is not current funding/actions for the DfT Decarbonising Transport Plan and National Highways Net Zero highways 2030/2040/2050 plan and therefore it has not been used to interpolate emissions.	
191	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  Paragraph 14.1.1 refers to DMRB LA 114 Climate Revision 0. My understanding is that this has been withdrawn and replaced with version 0.0.1 (2021). The assessment should align with the latest guidance.	ES Chapter 14 Climate (Document Reference 6.2) has been prepared in accordance with the guidance of DMRB LA 114 Climate.	N/A
192	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  Paragraph 14.11.2 is somewhat disingenuous in claiming that "The preliminary assessment of proposed scheme impacts.....will not in isolation.....have a material impact on the ability of the UK government to meet its carbon reduction targets". This does not appear to be either tested or proven. It is accepted that 'in isolation' the scheme would not. That is not the issue here though. National Highways own projected traffic flow forecasts show a rise in traffic using the new road as compared to the existing A358 of, on average, 65% for the 2028 projection and for the 2043 projection. This is taken from Figure 6-1 ('Daily traffic flows in the traffic model') on page 12 of the 'A358 Technical Traffic Note dated 29th September 2021. Every scheme has a duty to contribute to the wider government aim of reducing emissions throughout the U.K. as a whole. No one scheme could ever do it 'in isolation'. It is the collective efforts and in-combination effects that will make a real difference.	National Highways acknowledges the range of views expressed including concern around impact on traffic. 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 methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4) submitted within the DCO application.  Emissions from construction and operation have been estimated in ES Chapter 14 (Climate) (Document Reference 6.2). These have been considered in the context of the nationally legislated carbon budgets, and the significance assessment is based on an assessment of whether the scheme will materially affect the UK's ability to meet these budgets. This is in accordance with the methodological requirements in DMRB LA 114 and the National Policy Statement for National Networks (NPSNN). Mitigation measures which are proposed to reduce carbon emissions in construction and operation are described in ES Chapter 14 Climate (Document Reference 6.2).	N/A
193	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  Paragraph 14.6.6 makes clear that the climate baseline used is provided by the Met Office, using a thirty year average between 1981 and 2010. This unfortunately will not therefore include the extreme adverse weather events of December 2013 to spring 2014 which saw the complete flooding of the Somerset Levels. Whilst there may have been specific occurrences which led to such widespread flooding, it would be remiss to assume that it would not re-occur. Therefore, it must be taken into account in any baseline figure.	The ES (Document Reference 6.2) has made use of the most recent baseline period available through the Met Office, which is the most robust dataset available for the UK. The use of this baseline period does not imply that extreme flood events such as those in 2013 and 2014 will not occur again – these sorts of extreme events are considered through the analysis of climate parameters such as projected changes in precipitation, in particular heavy rainfall events. Shifting the baseline forward to include specific events would make the projected changes look less significant in comparison, potentially giving the impression less mitigation is needed. Using the Met Office's most recent baseline period represents a more conservative approach.	N/A
194	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  Paragraph 14.9.14 states that the construction process emissions have been "consciously and knowingly underestimated". It would be more meaningful to provide a realistic estimate or even over-estimate construction emissions.	The greenhouse gas emissions presented within the PEI Report have been estimated based on the information available at the time of assessment and is therefore preliminary reasonable worst-case estimation. The ES Chapter 14 Climate (Document Reference 6.2) presents a more realistic reasonable worst-case estimate of greenhouse gas emissions.	N/A
195	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)	For user emissions, the assessment has used the DMRB Screening Tool (which references the UK Emission Factor Toolkit v10) for consistency with the air quality assessment. As noted in ES Chapter 5 Air quality, traffic data	N/A



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			Paragraph 14.2.4 acknowledges that the Climate Change Act 2008 committed the UK to its first statutory carbon reduction target of reducing carbon emissions by at least 80% from 1990 levels by 2050. The Climate Change Act 2008 (2050 Target Amendment) Order 2019 amended the Climate Change Act 2008 by introducing a target for at least a 100% reduction of GHG emissions (relative to 1990 levels) in the UK by 2050. This is often referred to as 'net zero' GHG emissions. National Highways own projected traffic flow forecasts show a rise in traffic using the new road as compared to the existing A358 of, on average, 65% for the 2028 projection and for the 2043 projection. This is taken from Figure 6-1 ('Daily traffic flows in the traffic model') on page 12 of the 'A358 Technical Traffic Note dated 29th September 2021. Therefore, with a predicted average approximately 65% in traffic movements, based on National Highways own predicted forecasting used in this exercise, there really does need to be some explanation of how 'net zero' is going to be reached. This is backed up by the Department for Transport document "Decarbonising transport: a better, greener Britain," published in July 2021, which outlines 78 commitments to decarbonising all forms of transport and details key enablers and measures for achieving this. This includes a focus on achieving zero emissions for road transport through provision of infrastructure that supports the transition to zero emissions and a phasing out of non-zero emissions road vehicles in a shift towards electric.	used modelled years of 2023 and 2038 (and a 60-year assessment period overall).  However, it is noted that the DMRB Screening Tool is limited in its projections to 2030. This means that for this assessment, any emission predictions after 2030 use 2030 assumptions. The DfT TAG methodology provides data on the potential uptake of electric vehicles which would likely substantially reduce emissions in the future. This would apply to both the Do-Minimum and the Do-Something scenarios equally and would therefore reduce any potential difference in emissions between the scenarios. Furthermore, this preliminary assessment likely represents a conservative scenario. This is discussed further in ES Chapter 14 Climate (Document Reference 6.2).	
196	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  In paragraph 14.4.7, by National Highways own admission, it is estimated that an area of between 200-300 hectares of forest would be required to sequester the embodied carbon impacts of the proposed scheme over its design life. The given response to this is "Therefore, an intervention to sequester the carbon impacts of the proposed scheme is not considered feasible and has not formed part of the GHG emissions preliminary assessment". This is not an appropriate response to this issue, particularly as no alternative solutions are suggested. So, how are the carbon emissions for the scheme going to be accounted for and either 'offset or sequestered if the scheme is to be built'?	ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) to identify, assess, and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., using renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety, and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five-year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.	N/A
197	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  On the specifics of chapter 14, the Council has the following comments to make.	National Highways acknowledges the feedback made on climate. Responses are provided to each point made in the remainder of the table.	N/A
198	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  Paragraph 14.8.9. One of the mitigating measures considered in the list in this paragraph is that the e main 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. It is not clear in this paragraph if the land where the off-site planting is indicated, is within National Highways ownership for them to be able to do this, or whether they have legal agreements to allow the proposed maintenance to occur. This needs to be clarified, otherwise the words are meaningless and the planting could be prejudiced. This would undermine a significant part of the proposed climate strategy.	National Highways are continuing to engage with landowners in relation to off-site mitigation and planting. Relevant legal agreements will be sought in relation to temporary or permanent land take required to ensure appropriate maintenance of planting as outlined in the ES (Document Reference 6.2).  National Highways takes overall accountability for the management of corporate risks, including climate change. Therefore, National Highways will have responsibility for delivery of the net-zero plan whilst a central carbon team provides day-to-day coordination of our carbon performance, with clear actions and governance devolved to each directorate. National Highways has already gathered strong data on National Highways' carbon performance for many years. They have carried out a review of current data systems and will develop a plan to upgrade the processes, systems, and assurance, which will be complete for the end of 2024. Additionally, an	N/A



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				<p>annual report covering National Highways' progress and performance will be published.</p> <p>Landowner discussions have continued throughout the development of the scheme and now include the district valuer to provide information and guidance around compensation and the possibility of entering into section 253 agreements. Considering the scale of environmental mitigation proposed as part of the scheme it is the intention to enter into as many agreements as possible with landowners. As part of this process the team have started to draft these outline management agreements.</p>	
199	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>This scheme will create significant amounts of carbon emissions from the construction phase of the scheme, including from materials to build the road (concrete, steel, tarmac), from the machinery and vehicles used during construction (diggers, dumpers and others) and from the emissions generated from the workforce (transport miles, accommodation, food). It will also continue to generate increased carbon emissions through its operational period by attracting greater volumes of traffic locally and by creating additional capacity on the national road network, which will in turn facilitate additional carbon throughout the UK highways network as more people travel from the South East down to the South West.</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 4<sup>th</sup> Carbon Budget (construction emissions) and the 5<sup>th</sup> and 6<sup>th</sup> Carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement (ES) Chapter 14, 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 EIA 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
200	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>The statement in paragraph 14.10.2 that the monitoring requirements set out in DMRB LA 114 Climate will be secured through the Ecological Management Plan (EMP), is key to all this. National Highways must commit to monitoring and sharing the data/evidence with the relevant bodies, and then to commit to appropriate mitigation that may become necessary, throughout the lifetime of the new road. The proposed idea of making quarterly GHG emissions returns during construction and operation of the road is an excellent gesture that needs to be embedded in any final positive decision for the road. The need to monitor requirements and take corrective action if required is also embedded in paragraph 14.10.6. This is applauded.</p> <p>However, the final sentence of paragraph 14.10.3 is in direct opposition to all this. It clearly reiterates that "It is not considered beneficial to monitor GHG emissions from road users during the operational phase of the proposed scheme". National Highways must clarify their position in this regard.</p>	<p>A commitment to report construction and operation stage greenhouse gas emissions to National Highways has been included within the ES (Document Reference 6.2). This commitment will be secured through the Environmental Management Plan (EMP) (see Table 3-2, Appendix 2.1, Document Reference 6.4).</p> <p>National Highways takes overall accountability for the management of corporate risks, including climate change. Therefore, National Highways will have responsibility for delivery of the net-zero plan whilst a central carbon team provides day-to-day coordination of our carbon performance, with clear actions and governance devolved to each directorate. National Highways has already gathered strong data on National Highways' carbon performance for many years. They have carried out a review of current data systems and will develop a plan to upgrade the processes, systems, and assurance, which will be complete for the end of 2024. Additionally, an annual report covering National Highways' progress and performance will be published.</p>	N/A

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201	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Paragraph 14.8.1 identifies that there are opportunities to reduce the production of Green House Gas (GHG) emissions, yet paragraph 14.8.2 only states that the proposed scheme will continue to seek to reduce GHG emissions as far as reasonably practicable to contribute to the UK's net reduction in carbon emissions and maximise its potential for reducing GHG emissions. No reference is made as to what these efforts might be. In fact, paragraph 14.8.5 makes clear that "no essential operational mitigation measures have been proposed" because ".....It is not considered appropriate to monitor GHG emissions from road users during the operational phase of the proposed scheme as Highways England does not have direct control over road user emissions". This is hugely disappointing. As National Highways is company wholly owned by the Secretary of State for Transport and is accountable to the Secretary of State for Transport, who is ultimately accountable to Parliament for the activities and performance of National Highways, then there is a direct link with policy and with the ability to change behavioural patterns. So, it cannot be accepted that National Highways "has no direct control over road user emissions". In fact, shouldn't the country be looking to National Highways to take a lead in the issue of road transport emissions? For example, does the proposal make provisions for electric charging points along its route, so as to encourage the use of electric vehicles; where is the promotion of cycling by establishing first class cycle ways to encourage local trips away from the use of cars and onto bicycles; where is the priority provision for additional public transport, active travel or promotion of car share schemes in the form of dedicated bus/car share lanes; and how about restricting speeds because it is well proven that lower speeds reduce emissions.</p>	<p>The provision of electric car charging points is outside of the scope of this 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.</p> <p>The carbon assessment presented within ES has followed the guidance within DMRB LA114 Climate. The methodology and results of the traffic modelling is reported in more detail in the ComMA Report (Document Reference 7.4) submitted within the DCO application.</p>	N/A
202	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Paragraph 14.9.10 makes clear that the proposed scheme is estimated to lead to an increase of approximately 1,963,000 tonnes of carbon dioxide during the modelled 60-year operational period (2023-2082), as compared to the baseline. This justifies the concerns that have been referenced above and does beg the question as to why National Highways' position is stated as not being "..... considered appropriate to monitor GHG emissions from road users during the operational phase of the proposed scheme". This is surely not helpful to the climate change debate.</p>	In line with DMRB LA 114 Climate, greenhouse gas emissions would be reported to National Highways quarterly during the operation stage.	N/A
203	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Section 14.5 (Study area) does not appear to reference the loss of almost 30 hectares of woodland and its capacity to sequester carbon during the construction phase. The proposed scheme would in fact result in the destruction of 28 hectares of woodland, over 16 miles of hedgerow and vast areas of established habitat types that are key to climate regulation for the Somerset region and provide essential ecosystem services, from air quality to flood and erosion regulation. The removal of vast amounts of vegetation and trees adjacent to the A358 will drastically undermine carbon absorption from vehicle emissions and pollutants. Although replacement planting is provided for, this would take many decades to establish and in the intervening period, it would</p>	The ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) and identifies, assesses and integrates measures to further reduce carbon through on or off-site offsetting and sequestration (e.g. through the use of renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five-year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.	N/A

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			have an adverse effect on the projects ability to reduce its carbon footprint.		
204	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Paragraphs 14.9.18–20 should really recognise that the increased frequency and intensity of extreme weather events referred to in Table 14-21, are less likely to occur if the Governments at a national and local level can get a good grip on climate change by seriously reducing carbon emissions. Reducing emissions from transportation will be a very good starting point. This section of the PEIR really needs to demonstrate how the operation of the road is going to contribute to seriously reducing emissions. So far, the text has failed to do so.</p>	With regards to carbon, both embodied and tailpipe carbon emissions have assessed using the methodologies identified in DMRB LA114 and the best information available to date.	N/A
205	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Paragraph 14.2.16 sets out National Highway’s own “Net Zero Highways: 2030/2040/2050 plan”. This was published as recently as July 2021. This suggests that construction and maintenance emissions will only be ‘net zero’ by 2040, many years after this proposed scheme will be built. It also claims that road user’s emissions will only reach ‘net zero’ by 2050. This section goes on to outline key actions including “reducing emissions during construction, for example through the use of zero carbon construction products”. The Council does not believe that these such products currently exist and it is reasonable to assume that they are unlikely to exist until long after this scheme will have been built. On this basis, National Highways need to carefully demonstrate how the carbon emissions arising from this proposal are going to be minimised or avoided if the scheme goes ahead. This has not as yet been appropriately demonstrated. Likewise with paragraph 14.2.18, which states that “Highways England will work to reduce the carbon emissions associated with the construction, use, management and operation of the network and support the government’s ambition to achieve net zero carbon emissions by 2050”. Chapter 14 of the PEIR does not determine how will this be achieved on this scheme.</p>	<p>Paragraphs 14.2.16 and 14.2.18 of the PEI Report summarise National Highway’s plans. There is not currently funding/actions for the Department for Transport (DfT) “<i>Decarbonising Transport Plan and National Highways Net Zero highways 2030/2040/2050</i>” plan and therefore mitigation measures included within the plans, such as the use of zero carbon construction products, have not been embedded within the design of the scheme.</p> <p>All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmental responsibility is always a balanced amalgam of all environmental benefits and disbenefits. With regards to carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 and the best information available to date. Whilst the assessment presented in ES Chapter 14 Climate is made using a well-defined transport model, input from a construction partner has not occurred at this stage. Therefore, the construction assessment is based on a set of professional judgements regarding construction opportunities to reduce carbon. National Highways will update the assessment of both tailpipe emissions and construction carbon, and through the detailed design, seek to reduce embodied carbon through issues such as reused of geotechnical materials arising from the scheme, and reduction of vehicle emissions.</p>	N/A
206	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>At paragraphs 14.2.21 &amp; 22, it is acknowledged that the Councils have set out a framework to enable Somerset to become a carbon neutral county by 2030 and to have a Somerset which is resilient to the impacts of climate change. It is not clear how this proposed new road will assist in achieving this. The Somerset Climate Emergency Strategy notes that the rural nature of Somerset is a key factor in helping the County to mitigate the impacts of climate change. Section 7.5 of the strategy states “Somerset is a large rural County rich with fertile agricultural land, abundant with wetlands, peatland, trees and hedgerows which naturally sequester and store greenhouse gases including carbon dioxide present in the atmosphere. If invested in, protected and regenerated these natural resources within Somerset can help us mitigate against the increasing impacts of flooding and drought..... and help us become more resilient to the impacts of Climate”. The proposed scheme for the A358 would, however, result in the destruction of a significant amount of woodland and hedgerow as well as significant areas of established habitat that are key to climate regulation for the Somerset region. The proposal as it stands would drastically undermine carbon absorption from vehicle emissions and pollutants. Although woodland replanting is proposed as mitigation, this would be likely to take decades to establish</p>	<p>ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) to identify assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., using renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety, and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five-year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030. The ES identifies in Chapter 14 Climate (Document Reference 6.2), the carbon emissions in construction and in operation. The latter identifies emissions from vehicles and maintenance operations.</p> <p>Discussions have been undertaken with Somerset Council with regard to the effect the scheme will have on climate change in Somerset. Discussions will continue through the DCO process.</p>	N/A

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			and it is unlikely that we have decades to reverse the impact of climate change. It would be some years before the new trees are sequestering the same carbon as the established trees. So the Council firmly believes that there needs to be an significant net gain of trees in the proposal. In these times of climate crisis and emergency, the Council believes that the only way that a major road- building project such as this can be acceptable is if a significant amount of new tree- planting and habitat creation is undertaken.		
207	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>There is a very big concern here that when operational the road will increase emissions and therefore the new Somerset unitary authority (to be established) will have to carry the forfeit for higher carbon emissions, when the existing authorities have all agreed that we must significantly lower them by 2030. The emissions generated through the operation of the scheme will be included within Somerset's area-wide transport emissions metrics, (BEIS, carbon reporting UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019 - GOV.UK (www.gov.uk) making Somersets transition to net zero even more difficult. Transport already currently contributes 46% of Somerset's overall emissions. Therefore, National Highways needs to give careful and detailed thought on how to reduce these additional carbon emissions.</p>	All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmentally responsibility is always a balanced amalgam of all environmental benefits and disbenefits. With regards to carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 and the best information available to date. Whilst the assessment is made using a well-defined transport model, input from a construction partner has not occurred at this stage. Therefore, the construction assessment is based on a set of professional judgements regarding construction opportunities to reduce carbon. The assessment of both tailpipe emissions and construction carbon will be updated during the next stage of the project, and through the developing design, seek to reduce embodied carbon through issues such as reused of geotechnical materials arising from the scheme, and reduction of vehicle emissions.	N/A
208	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate)</p> <p>Paragraph 14.2.21 specifically, makes reference to the Somerset Climate Emergency Strategy (2020), which was adopted by all five of the Somerset local authorities in 2020. However, nowhere in the chapter 14 does it reference the central aims of this strategy, nor how the proposal for the new road will address them. In summary, the main aims of the strategy as relating to the proposal for the A358, can be summarised as follows –</p> <ul style="list-style-type: none"> <li>• By 2030, carbon emissions generated on Somerset's roads are reduced through the change to electric vehicles, ultra-low emission commercial vehicles and an overall reduction in road use (no. of miles travelled);</li> <li>• By 2030, carbon emissions from transport are reduced by encouraging and facilitating behaviour change including: - reducing the number of single occupancy vehicle journeys undertaken by promotion of car sharing - increased public transport use - combining trips - replacing vehicular journeys with active travel modes (walking and cycling);</li> <li>• Climate Change adaptation plans have been developed and implemented to build and maintain the resilience of Somerset's transport infrastructure;</li> <li>• Transport inequality has been addressed by reducing the need for car travel through improved spatial planning, public transport options/availability and public service delivery;</li> <li>• All new developments will be constructed from sustainable, carbon neutral materials designed for reuse with circular economy principles in mind from as early a date as possible;</li> </ul>	National Highways is required by the National Policy Statement for National Networks (NPSNN) 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 considers 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). The assessment within the ES Chapter 14 Climate (Document Reference 6.2) reports carbon emissions associated to construction (including land use change) and operation, taking into consideration the change to electric vehicles. The ES also describes the mitigation measures which are proposed to reduce carbon emissions in construction and operation.	N/A

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			<ul style="list-style-type: none"> <li>• All new developments will reduce the need to travel to access key services and employment opportunities and facilitate sustainable movement patterns in and around them by default;</li> <li>• Biodiversity and bio-abundance are increased and natural processes including carbon storage, water quality and natural flood management across Somerset's natural environment are restored through a clear shared vision and spatial plan embedded in decision-making processes;</li> <li>• Flood risk is increasingly managed through nature-based solutions which also sequester carbon;</li> <li>• The Public and Private sectors understand what they can do to contribute to carbon reduction, and all organisations are actively working towards a carbon reduction culture which is embedded at all levels;</li> <li>• People and organisations consider Climate Change when making their decisions and embrace the positive changes that result; and</li> <li>• Somerset is recognised as a leader and exemplar for the Climate agenda regionally &amp; nationally.</li> </ul> <p>The Somerset Climate Emergency Strategy (2020) is now adopted by all 5 of the Somerset local authorities and so has a legal and statutory basis. The Council can see little evidence that it has been given due consideration by National Highways in their proposals for the A358.</p>		
209	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Climate Conscious Design</p> <p>Consideration should also be given to access to and the location of, future proofed petrol and electric/hydrogen re-charging stations with the possibility of local food store and cafes along the route, as we move to a zero carbon automotive infrastructure. Consideration will also need to be given to the technical requirements and infrastructure needed for such utility infrastructure for the siting of new forms of vehicle charging, fuelling stations, all of which will be needed.</p>	National Highways acknowledges the range of views expressed. The provision of electric car charging points is outside of the scope of this scheme.	N/A
210	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Climate Conscious Design</p> <p>There would appear to have been no consideration as yet about how different materials (and the colours of them) can affect heat absorption and radiation, which also contribute to global heating.</p>	Consideration of detailed design measures such as choice of materials and heat absorption has been included in the ES Chapter 14 (Document Reference 6.2) where the information is available at this stage of the design process.	N/A
211	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Digital Infrastructure</p> <p>The proposed new road should deploy state of the art future proofing technology in terms of journey times, hazards, collisions and blockages, to allow traffic opportunities to deviate to alternative routes. It also needs to become a genuinely smart route to support electric, hydrogen and autonomous vehicles with appropriate embedding of sensors and infrastructure along the ducting. This should include fibre optics and broadband fibre to provide the ducting for such future looking technologies, including zero carbon tracking / monitoring and air pollution along the whole route. The proposal also needs to address the possibility of providing the latest state of the art of design of the surfaces and SUDs drainage systems to deal effectively with increasing flash floods arising from climate change.</p>	<p>The technology proposed for use on the scheme will be in accordance with current National Highways design standards and requirements. The scheme proposes an additional CCTV camera at M5 junction 25 to monitor traffic flows, Emergency Roadside Telephones (ERTs) in public laybys and traffic counter loops for counting traffic flows.</p> <p>National Highways is also considering the possibility of Automatic Number Plate Recognition cameras. Technology such as autonomous vehicles is still emerging and no account of them is currently made. The new A358 route will form part of the strategic road network and the equipment and assets along the route are restricted to those necessary for the safe and efficient management and operation of the route. Provision of 3rd party digital infrastructure is therefore not proposed as part of the scheme, and this is in line with other major road schemes undertaken by National Highways.</p>	No

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				The design of the drainage system will be in accordance with current National Highways design standards and requirements and a Flood Risk Assessment has been undertaken and is presented within ES Appendix 13.1 (Document Reference 6.4).	
212	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate)  It is noted in paragraph 14.9.16 that the carbon footprint of the proposed scheme is expected to increase at the Environmental Statement stage, due to more detailed information being available. This is likely to change the conclusions drawn and unlikely to change them positively.	With regard to carbon, both embodied and tailpipe carbon emissions have been assessed using the methodologies identified in DMRB LA114 and the best information available to date.	N/A
213	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure  This strategic route should then extend across the M5 into Taunton. The Taunton Local Cycling and Walking Infrastructure Plan, Nexus 25 Local Development Order and the Carbon Neutrality and Climate Resilience Action Plan, all identify a need to deliver a strategic cycle connection between the town and the Gateway Park & Ride site east of the M5. Preliminary design solutions have suggested that this would be best delivered as an underpass and initial conversations with National Highways had suggested that this may be considered as part of the A358 proposals. However, it has not been identified. The walking and cycling infrastructure under J25 of the M5 has been vastly improved, but remains dangerous, insufficient and a major blocker to east-west movements. It is essential that any strategic route along the A358 then makes the final step linking across the M5 into Taunton, otherwise the point and success of the strategic route is called into question. Similarly, access across the A303 at the Ilminster end of the A358 must be considered.	The dedicated off-carriageway route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction would be maintained. The potential pedestrian and cycle route between Blackbrook and the Nexus 25 development is not within the remit of this scheme, as it would involve land outside the scheme boundary. The existing route for pedestrians and cyclists through M5 junction 25 would be maintained as part of the scheme.  The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened and a signal-controlled crossing provided on the A358 (west) near to the services access. This would be an improvement for walkers and cyclists. A crossing of the A303 (south) is outside the scope of the scheme.  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.	No
214	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure  Whilst the scheme is clearly primarily about delivering increased capacity and resilience for road traffic, the Government's Gear Change document (as revised by the document - Gear Change: one-year-on review into the progress made towards achieving the goals of the Gear Change walking and cycling plan, published on 30th July 2021 - Department for Transport), sets a clear commitment to ensuring strategic A road schemes include appropriate provision for cycling, with specific reference to schemes coming through the Road Investment Strategy 2 programme. At present, the proposals completely fail in this regard. A key action in the transport sector report of the Somerset Climate Emergency Strategy refers to a need to "co-develop proposals with Highways England for use of cycling funds available under the Road Investment Strategy". The Council would be very happy to engage in how we can move forward in doing so. Further, the Council would expect any cycle infrastructure associated with the scheme to be designed towards compliance with Local Transport Note (LTN) 1/20.	Part of the design guidance for the scheme includes DMRB GD 300 and this requires consideration of alternative provision for cyclists. The provision can be either within the scheme corridor (online) or outside (offline). National Highways looked at the pros and cons between providing for cyclists online or offline and the case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest.  National Highways plans to make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.  Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standards' refers to Local Transport Note 1/20 (LTN 1/20).  Local Transport Note 1/20 (LTN 1/20) is primarily focused on delivering improvements in an urban environment. In developing the interurban	N/A

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				proposals for the A358, National Highways recognises the advice of LTN 1/20 but been unable to meet all of its recommendations.	
215	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure</p> <p>The highest profile location to require appropriate walking and cycling access across the new A358 is between Ruishton, the Gateway Park &amp; Ride site and the Nexus 25 site. There is likely to be significant pedestrian and cyclist movement here in the future and appropriate crossing of the new road must be factored in now to secure delivery and avoid future disruption. Stoke Road linking between Higher and Lower Henlade also should accommodate walking and cycling infrastructure, particularly if the road through Haydon is to remain open and used as a rat-run. The major junctions at Mattock's Tree Hill and Rapps/Ashill are large and incorporate double roundabouts with multiple arms to negotiate. They will, as designed, be blockers to movement across the A358. Multiple other footpaths which currently continue each side of the A358, and which can (with some danger) be crossed between at present, are also proposed not to have underpasses/diversions put in place. This serves to sever existing links and communities and opportunities for recreation.</p>	<p>In a scheme change since consultation, the roundabout at Nexus 25 would be replaced with a traffic signal-controlled junction. Pedestrian and cyclist facilities would be incorporated into the signal control to ensure future demand would be catered for and safe.</p> <p>Stoke Road realignment would retain the existing cross-section that it ties into, i.e., a highway with a grass verge on both sides.</p> <p>Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists, and horse-riders. Ashill junction overbridge would have footways on both sides and on the Ashill Road/Rapps Road approaches.</p> <p>Opportunities to provide crossings are maximised whilst recognising environmental and engineering constraints. All existing crossings of the scheme would be either retained or diverted and there would be no dead-end paths.</p>	N/A
216	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure</p> <p>The scheme should be seen also as a major opportunity to deliver a fast and direct strategic cycle route. A further key transport action in the Somerset Climate Emergency Strategy is to "develop proposals for improved cycling connections between towns". This is further expanded on in the Council's Carbon Neutrality and Climate Resilience Action Plan (September 2020), with action 224 to "Develop plans for a demonstrator cycle route along the A358 between Taunton-Ilminster focusing on the potential for e-bikes". At present, the scheme talks about delivering cycling connections along the length of the route, but it relies almost entirely upon utilising on-road provision through a mixture of using sections of (what will become) the old A358 and other connected sections of local rural roads. The route should be direct and traffic free in compliance with LTN1/20. The proposed solution is convoluted and unsatisfactory. The scheme includes a number of attenuation ponds with dedicated service roads identified. These service roads may present an opportunity to deliver sections of such a cycle route without significant additional cost. The cycle route and attenuation ponds should be further integrated into a multi-functional Green Infrastructure corridor.</p>	<p>Part of the design guidance for the scheme includes DMRB GD 300 and this requires consideration of alternative provision for cyclists. The provision can be either within the scheme corridor (online) or outside (offline). National Highways looked at the pros and cons between providing for cyclists online or offline and the case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest.</p> <p>Local Transport Note 1/20 (LTN 1/20) is primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but been unable to meet all of its recommendations.</p> <p>The offline cycle route uses traffic-free tracks where feasible. Service roads are not generally an option for the cycle route because they would be fenced and not publicly accessible.</p>	N/A
217	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Walking and Cycling Access and Infrastructure</p> <p>The current approach appears to be about minimising footpath closures and avoiding significant severance of communities. It is vital that the objectives of the scheme are raised to deliver significant improvement of pedestrian/cyclist access along and over the A358 in order to improve links between communities, rather than minimising damage. The scheme proposes just 6 crossings of the new A358 which would be suitable for cyclists along its full X mile length. There are a few</p>	<p>The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Taking into account scheme changes as an outcome of consultation, there are eight crossings that could use used by cyclists, namely:</p> <ul style="list-style-type: none"> <li>• Stoke Road overbridge</li> <li>• Mattock's Tree Green junction overbridge</li> <li>• Griffin Lane underbridge</li> </ul>	N/A



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			additional underpasses for footpaths, but the overall number of opportunities to cross the corridor are very few.	<ul style="list-style-type: none"> <li>• Bickenhall Lane overbridge</li> <li>• Village Road overbridge</li> <li>• Sunnyside underpass</li> <li>• Ashill junction overbridge</li> <li>• Jordans overbridge.</li> </ul> <p>The above would all be accessible to walkers and horse-riders as well as cyclists. Additional crossings would be available at:</p> <ul style="list-style-type: none"> <li>• Fivehead River underbridge but the status of connecting rights of way is outside the scope of the scheme</li> <li>• High Bridge underbridge (unsurfaced bridleway so attractive to off-road bikes only).</li> </ul> <p>Opportunities to provide crossings are maximised whilst recognising environmental and engineering constraints.</p>	
218	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General Comments</p> <p>It is noted that chapter 14 does not include an 'In-combination Climate Change Impact' (ICCI) assessment. Whilst this is a serious omission from the climate information presented in the PEIR, the reasons for this are understood. It is noted that an ICCI assessment will be produced for the Environmental Statement. This will need careful scrutiny by the Council and if it is not appropriate, detailed and satisfactory, then the Council will retain the right to object to this element of the proposal. In order to avoid such a stance, the Council urges early engagement with its specialists in this area.</p>	An in-combination climate change impacts (ICCI) assessment is presented within ES Appendix 14.2 (Document Reference 6.2) and draws on other environmental topic assessments to ensure that any effects of climate change which could exacerbate the identified environmental impacts are addressed.	N/A
219	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - Digital Infrastructure</p> <p>High quality gigabit capable digital connectivity underpins the movement towards carbon neutrality. Somerset is currently poorly provided for in this respect. The scheme presents an opportunity to deliver such connectivity along its length using a 'dig once' approach, bringing full-fibre connections closer to rural areas along its spine for future rural fibre connections to splice into, for mobile infrastructure to plug into, and for 5G connected and autonomous services to be enabled along its length.</p>	The new A358 route will form part of the strategic road network and the equipment and assets along the route are restricted to those necessary for the safe and efficient management and operation of the route. Provision of 3rd party digital infrastructure is therefore not proposed as part of the scheme, and this is in line with other major road schemes undertaken by National Highways.	No
220	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General Comments</p> <p>The scheme as it stands looks to create additional capacity, primarily for cars with no adequate provision for additional public transport, active travel or promotion of car share schemes in the form of dedicated bus/car share lanes or cycle pathways. If capacity is the primary issue, encouraging and incentivising people to use public transport would instantly increase capacity on the network without the need for the scheme. So the question has to be asked about the extent to which National Highways has considered alternatives.</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 scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The needs of walkers, cyclists, horse-riders and disabled users have been considered as part of the design development of the scheme, in line with the appropriate design standards.</p>	N/A



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221	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General Comments</p> <p>Nowhere in the document does it analyse the impact of the ban on the sale of new diesel and petrol cars, which has been moved forward to 2030. An analysis of this would surely help the new road's climate credentials.</p>	<p>To estimate greenhouse gas emissions associated to users, the assessment has utilised the DMRB Screening Tool (which references the UK Emission Factor Toolkit v10) for consistency with the air quality assessment. A 60-year assessment period has been considered.</p> <p>However, it is noted that the DMRB Screening Tool is limited in its projections to 2030. This means that for the assessment included within the PEI Report, any emission predictions after 2030 use 2030 assumptions. The DfT TAG methodology provides data on the potential uptake of electric vehicles which would likely substantially reduce emissions in the future. This would apply to both the Do-Minimum and the Do-Something scenarios equally and would therefore reduce any potential difference in emissions between the scenarios. Furthermore, this preliminary assessment likely represents a conservative scenario. This is discussed further in Section 14.9 of the PEI Report. The approach presented in the PEI Report has been reviewed for the ES (Document Reference 6.2) in light of any new guidance published, such as the Decarbonising transport: a better, greener Britain and take into consideration predictions on emissions up to 2050 instead of 2030 and the ban on the sale of new diesel and petrol cars.</p>	N/A
222	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General Comments</p> <p>Finally, based on all of the arguments given above, the Council is of the opinion that the conclusion reached in Table 15-7 of chapter 15 (Preliminary significant effects and key receptors for environmental factors) that "no significant effects in relation to GHG emissions or vulnerability of the proposed scheme to climate change are predicted during the construction and operation phases", is considered to be misleading and possibly inaccurate. The same is the case in Table 16-1 (Summary of preliminary assessment of likely significant environmental effects). Whilst great play is made throughout chapter 14 of the PEIR of the potential for GHG emissions during the construction phase for the proposed A358, very little evidence is presented in relation to the projected 65% increase in vehicle use. Where is the evidence to prove that a 65% increase in road transport usage would result in 'no significant effects with regards to 'greenhouse gas emissions.....during the operation of the proposed scheme' [taken from the non-technical summary, page 41 – Climate, preliminary operation assessment]. The Council would be grateful if National Highways could revisit this chapter accordingly.</p>	<p>Users' greenhouse gas emissions presented within the PEI Report have been estimated using the DMRB Screening Tool (which references the UK Emission Factor Toolkit v10) for consistency with the air quality assessment. As noted in the Air quality Chapter of the PEI Report, traffic data that was used modelled years of 2023 and 2038 (and a 60-year assessment period overall).</p> <p>However, it is noted that the DMRB Screening Tool is limited in its projections to 2030. This means that for the assessment included within the PEI Report, any emission predictions after 2030 use 2030 assumptions. The DfT TAG methodology provides data on the potential uptake of electric vehicles which would likely substantially reduce emissions in the future.</p> <p>This would apply to both the Do-Minimum and the Do-Something scenarios equally and would therefore reduce any potential difference in emissions between the scenarios. Furthermore, this preliminary assessment likely represents a conservative scenario. This is discussed further in Section 14.9 of the PEI Report.</p> <p>The approach presented in the PEI Report has been reviewed for the ES (Document Reference 6.2) in light of any new guidance published, such as the Decarbonising transport: a better, greener Britain and takes into consideration predictions on emissions up to 2050 instead of 2030 and the ban on the sale of new diesel and petrol cars.</p>	N/A
223	Somerset West and Taunton		<p>Comments on PEIR - Chapter 14 (Climate) - General scheme compatibility with the Climate Emergency</p> <p>Despite this, the scheme does also bring potential for overall emissions reductions through improved economic sustainability for the area. An improved, resilient Strategic Road Network has the potential to make the South West, Somerset and Taunton in particular, more attractive to inward investment. Increased inward investment in line with our Economic Development Strategy would improve accessibility to better-paid employment opportunities and reduce the need for residents to commute out of the area in search of these. However, this needs to be balanced with protection of our natural capital, which is key to our economy now and will continue to be in the future. The proposals need</p>	<p>The economic benefits of the scheme, alongside the likely social and environmental impacts, are described and considered in the Case for the Scheme (Document Reference 7.1) in support of the DCO application. Overall, National Highways agrees with the premise of the response and considers the scheme will help achieve the stated economic ambitions for the local area and wider region. During the detailed design stage, subject to successful DCO consent, further information will become available with regard to construction management plans including use of local supply chains and sustainability targets.</p>	N/A

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			to explain and model how the scheme can help realise this potential. The scheme should look to build on the successes of Hinkley Point C in building and utilising local supply chains and securing an economic investment legacy in the area, linked to our Economic Development Strategy which is closely aligned with the Climate Emergency.		
224	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - General Comments  Although passing reference is made at paragraphs 14.2.21 and 22 to the climate emergency declared by all of the Somerset Local Authorities, it does not appear that this has been taken account of in any of the subsequent text of this section of the PEIR. For example, section 14.8 (Design, mitigation and enhancement measures) should be referencing this.	ES Chapter 14 Climate (Document Reference 6.2) refers to the Somerset's Climate Emergency Strategy.  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 considers 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. This assessment has also been included within the ES submitted as part of the A358 DCO application (Document Reference 6.2), and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations and guidance within DMRB LA114 Climate.	N/A
225	Somerset West and Taunton		Comments on PEIR - Chapter 14 (Climate) - General Comments  Has the use of kinetic energy generation or solar PV or other renewable energy generating road system solutions been considered for this scheme? At the very least, such solutions should be used to power the road signage and other lighting needs of the road itself. There is no evidence to show that it has been taken into account, and it should have been.	The ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) and identify, assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.	N/A
226	Somerset West and Taunton		Comments on PEIR - Chapter 15 (Assessment of cumulative effects)  It will be important for National Highways to properly consider the impacts on all of the affected communities and provide bespoke mitigation to an appropriate standard once the detail of the scheme has been confirmed. This should not just take into account the individual impacts but the cumulative effects from all impacts on communities.	Cumulative effects are considered within Chapter 15 Assessment of cumulative effects of the ES (Document Reference 6.2).	N/A
227	Somerset West and Taunton		Comments on PEIR - Chapter 15 (Assessment of cumulative effects)  Somerset West and Taunton Council would welcome the development of a Community Fund, to address these issues, with a focus on bringing communities closer together and responding to the climate emergency. It is anticipated that applications to the Fund should be by constituted not for profit groups (not individuals) delivering charitable projects with public benefit. Similar funds have been set up in relation to other schemes, such as the 'A14 Cambridge to Huntingdon improvement scheme'. The Council is strongly supportive of this sort of initiative which should be in addition to any required mitigation and expects that National Highways will bring forward a similar scheme for the proposed project to the A358.	Cumulative effects are considered within Chapter 15 Assessment of cumulative effects of the ES (Document Reference 6.2).  National Highways are continuing to engage with Somerset Council in relation to potential future funding opportunities, if appropriate.	N/A

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228	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>It is noted that most of the 'in-combination' and 'cumulative' effects that are envisaged, have been discussed in the various topic chapters that form the PEIR, rather than in chapter 15. For this reason, the Council has also commented on the 'in-combination' and 'cumulative' effects that are envisaged in its response to the various topic chapters that form the PEIR. However, there are also some more general considerations that will be discussed now.</p>	Cumulative and in-combination effects are considered within Chapter 15 Assessment of cumulative effects of the ES (Document Reference 6.2).	N/A
229	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>The Council welcomes the £345 million Environment and Wellbeing ring-fenced fund, set out in the Road Investment Strategy (RIS) 2, and the commitment to "improve environmental outcomes, including on air quality, biodiversity, flood risk and ... green infrastructure solutions". We look forward to working with National Highways as the impacts become clearer and can look to apply the specific actions set out in RIS2, which include:</p> <ul style="list-style-type: none"> <li>• Reducing the impact of noise pollution;</li> <li>• Ensuring no net loss of biodiversity and progressing towards net gain;</li> <li>• To improve air quality;</li> <li>• Address severance issues;</li> <li>• Protect ancient woodlands and protected wildlife sites;</li> <li>• Protect heritage assets at risk or those negatively impacted upon by the SRN; and,</li> <li>• Support the shortage of lorry parking.</li> </ul>	National Highways acknowledge the comments raised and are continuing to engage with Somerset Council in relation to potential funding opportunities , if appropriate.	N/A
230	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>A particular point to note is that the Council has previously promoted the need for an additional point of access onto the new road in the vicinity of either Capland or Bickenhall Lane. The current proposal, set out in Section 3 of the consultation, does not provide for this. Communities here will no longer be able to directly access the A358, as they previously have, as these points of access will be cut off. This means that not only are their existing accesses severed, but they will be unable to make proper use of the new road.</p>	<p>The scheme includes two grade separated junctions at Mattock's Tree Green and Ashill which are located at the optimum locations to provide connectivity to key routes either side of the scheme (for example the A378, Ashill Road and Rapps Road). Additional access points to the scheme for local roads would introduce additional potential conflict points and do not meet the requirements for a high performing dual carriageway designed to DMRB GD 300 standards. Local road diversions and improvements to existing local roads are proposed which are appropriate to the volumes of traffic using them and ensure that connectivity is provided to the two proposed grade separated junctions.</p> <p>An assessment of the traffic impacts and the benefits of adding in the additional junctions proposed by the Community of Parishes group has been undertaken in the traffic model. This shows that the slip roads would be very lightly trafficked and would benefit very few users. The addition of these slip roads would present poor value for money and are therefore not included within the scheme proposals. Additionally, such junctions would also have further environmental impacts.</p>	N/A
231	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>Finally, it is noted in paragraph 15.5.5 that National Highways are following the advice of DMRB LA 104 (Environmental assessment and monitoring notes) that cumulative effects should be assessed when the</p>	National Highways acknowledge the response of the Council. The Environmental Impact Assessment has been completed and the results reported in the ES Chapter 15 Assessment of cumulative effects (Document	N/A

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			conclusions of individual environmental factor assessments have been reached and reported. Therefore, cumulative effects are not reported in this PEIR, but will be assessed and reported in the Environmental Statement. So, once again, the Council must reserve judgement on this issue and reserve the right to comment further to the 'new' information or details that may arise. It is hoped that National Highways, would seek to inform the locally affected Councils on this issue before the application for a Development Consent Order is formally submitted, so that both National Highways and the Councils have the opportunity to consider and address matters further, all of which can save time when it gets to the Public Inquiry.	Reference 6.2). This includes an assessment of cumulative and in-combination effects.	
232	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>In accordance with the NPS it will be important for National Highways to properly consider the impacts on all of the affected communities and provide bespoke mitigation to an appropriate standard. This should not just take into account the individual impacts but the cumulative effects from all impacts on communities. The Preliminary Environmental Impact (PEI) Report states that the 'Rochdale Envelope' has been applied, in accordance with PINS Advice Note Nine: Rochdale Envelope:</p> <p>"The 'Rochdale Envelope' approach is employed where the nature of the Proposed Development means that some details of the whole project have not been confirmed (for instance the precise dimensions of structures) when the application is submitted, and flexibility is sought to address uncertainty."</p> <p>It is accepted that at the current stage in the design process, absolute certainty about construction timing, phasing and methodology is not possible. However, as the design develops and greater certainty is gained, Somerset West and Taunton Council request proactive discussions with National Highways about these impacts.</p>	<p>The ES (Document Reference 6.2) includes revised assessment of potential impacts resulting from the design as submitted for the DCO application. The design has been informed by consultation with SWT (as was), and Somerset Council (from 1 April 2023), and with other organisations and members of the public. National Highways have engaged with the SWT (as was), and Somerset Council (from 1 April 2023) throughout the development of the scheme, and this is documented in the Statement of Common Ground with Somerset Council (see Statement of Commonality Document Reference 7.3). Consultation with Somerset Council will continue as the design, examination and construction process continues.</p> <p>An assessment of cumulative effects is presented within ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).</p> <p>A detailed description of the project is provided within ES Chapter 2 The project. Any limitations or assumptions are made this approach is documented within ES Chapter 4 Environmental assessment methodology and the technical chapters. (Document Reference 6.2)</p>	N/A
233	Somerset West and Taunton		<p>Comments on PEIR - Chapter 15 (Assessment of cumulative effects)</p> <p>It is noted in paragraph 15.3.12 that for Somerset West and Taunton Council,</p> <ul style="list-style-type: none"> <li>• approved planning applications (EIA development only) within 3.1 miles (5 km) of the proposed road scheme; and</li> <li>• site allocations within adopted planning policy within 3.1 miles (5 km) of the proposed road scheme,</li> </ul> <p>have been included in the cumulative impact assessment. However, it is noted, as referenced elsewhere in the Council's response, that no allowance appears to have been for the Monkton Heathfield 2 development. This proposal is expected to be submitted as an application in November 2021. Whilst it will almost certainly be EIA development, it is not yet approved, is not formally allocated within the local plan and would be right at the edge of the 5 kilometre search boundary. However, the Council believe that it would be unfortunate if it was not taken into account because of its size, because of the advanced nature of pre-application enquiries and because of its importance to the Council's 5 year supply of housing land. The Council</p>	The Monkton Heathfield 2 development has been included in Chapter 15 Assessment of cumulative effects of the ES (Document Reference 6.2).	N/A

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			believe that Monkton Heathfield 2 should, therefore be referenced in Appendix 15.1 (Consideration of cumulative effects), Table 15-8 (Preliminary short listed 'other developments' with the potential to result in cumulative impacts) and taken into account.		
234	South Somerset District Council	1.3.14	Introduction An updated National Policy Statement for National Networks (NPSNN) is expected in 2023 SSDC notes that should it come into force prior to the determination of the proposed scheme an assessment of compliance with the new policy will be made. Depending on the outcome this may then require further input from SSDC.	The ES (Document Reference 6.2) has been produced in accordance with the current National Policy Statement for National Networks (NPSNN). See the Case for the Scheme (Document Reference 7.1) which documents the schemes compliance with the NPSNN.	N/A
235	South Somerset District Council	2.6.29 to 2.6.32	The Project In general agreement with the investigation and risk methodology. The Soils Material Management Plan (SMMP) is a contamination risk based process and requires sign off by the contaminated land officer or equivalent. Early liaison is recommended on this aspect for initial approval.	A Material Management Plan has been produced and included as an Annex of the EMP (Annex E, Appendix 2.1, Document Reference 6.4). The Material Management Plan will be updated at construction phase by the contractor.	N/A
236	South Somerset District Council	2.6.35	The Project A low noise surface is referred to – further detail should be provided on how this surface is constituted and how it contributes to noise reduction.	The scheme will include a low noise surface to minimise noise generation in all locations. Detailed modelling 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. This is reported in the ES Chapter 11 Noise and vibration (Document Reference 6.2). Detailed information regarding the baseline survey is reported in Appendix 11.3 to inform the assessment.	N/A
237	South Somerset District Council	2.6.9	The Project The mitigation measures will be described within the Detailed Archaeological Mitigation Strategy and Overarching Written Scheme of Investigation. It is agreed that this is a sensible approach to implementation of a mitigation strategy.	National Highways acknowledge support for the proposed mitigation strategy.	N/A
238	South Somerset District Council	2.5.71	The Project The Environmental Mitigation Plan and the fly-through video highlight the use of environmental/noise barriers along extensive lengths of the road corridor. This element of the scheme design is not covered in paragraph 2.5.71. The design of these barriers needs to be confirmed as part of the DCO submission (rather than as a matter of detailed design for the Requirements) as this will be relevant to determining their impact on the setting of heritage resources - please see comments relating to paragraph 2.6.7.	The fly-through video presented at the statutory consultation in 2021 showed the initial proposed locations for noise barriers (bund and fencing). The design has been further developed for the DCO Application submission to finalise the heights and extents of noise barriers.  The noise assessment presented in the ES includes the impacts with the noise mitigation included. The impact of all mitigation on heritage resources has been assessed within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
239	South Somerset District Council	2.5.27 to 2.5.28	The Project An alternative option for the Capland Lane link will be within the District of South Somerset if the 'improvement of local roads to improve flood resilience' includes the two pockets of the scheme boundary focused on the north end of Stock's Lane and the bridge in Stewley. The options appraisal will need to consider any direct impact on the potential non-designated built heritage resources of the stone bridge on Stewley Lane and the bridge/culvert (unknown) and guidepost at the north end of Stock's Lane, and the impact on the setting of all local heritage resources. The potential non-designated built heritage resources are not currently included in the baseline condition data – please see the	A review of potential impacts on heritage assets is an intrinsic aspect of the development of the scheme design, and this has been undertaken throughout the design process.	N/A

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			comments relating to paragraphs 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6. (The guidepost is outside of the District of South Somerset).		
240	South Somerset District Council	2.6.7	The Project  The embedded woodland and hedgerow creation is supported as a means to soften the visual impact of the scheme on heritage resources (although the impact on the setting of every heritage receptor will have to be judged on its merits). Of potential concern is the impact of embedded hard landscape features, in particular the extensive use of environmental/noise barriers in the absence of sufficient fill material for screening bunds (para. 2.5.39). The use of noise barriers, and their design, will need to be assessed in relation to the impact on the setting of sensitive heritage resources.	The embedded woodland and hedgerow creation form part of the landscape and biodiversity mitigation for the scheme; it is not designed to confer any specific mitigation for heritage impacts. However, the impact of all mitigation on heritage resources has been assessed within the ES, both adverse and beneficial (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
241	South Somerset District Council	Consultation	Biodiversity  The applicant is advised to consult with Somerset Bat Group and Somerset Wildlife Trust for comment.	National Highways confirms that Somerset Wildlife Trust and the Somerset Bat Group have been consulted as part of the scheme design development process.	N/A
242	South Somerset District Council	4.3.2	Environmental Assessment Methodology  The study area for non-designated built heritage resources is considered inadequate. Please see the comments against paragraph 6.5.6 of Chapter 6.	Following consultation at PEI Report stage, the study area was modified for some aspects of the cultural heritage assessment (see ES Chapter 6 Cultural heritage, Document Reference 6.2). The study area for non-designated assets remains as 250m for all non-material assets but has been extended to include all those within a 1km distance for the site for all non-material assets which fall within the Zone of Visual Influence (ZVI).	N/A
243	South Somerset District Council	4.3.9 to 4.3.11	Environmental Assessment Methodology  A desktop assessment and field survey of potential non-designated built heritage assets within the existing and an extended study area is required. Please see the comments against paragraph 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6.	The comments against paragraphs 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6 of the PEIR are acknowledged. The study area used in the ES for non-material assets has been extended to include all non-designated assets within 1km where they lie within the ZVI. A desk study of all of these assets has been completed and is presented in Chapter 6 of the ES (Document reference 6.2).	N/A
244	South Somerset District Council	4.3.11	Environmental Assessment Methodology  The two archaeological surveys are on-going, and the consultants are engaging with the appropriate LPA and statutory advisors (the SWHT and Historic England). Site visits to monitor the trial trenching will take place on a weekly (or otherwise arranged) basis. Desk-based assessment, Geophysical survey and Trial trenching are the professional standard methodologies applied to prospection for previously unknown archaeological assets and are the appropriate techniques for assessing the archaeological potential of the impact area.	National Highways have undertaken extensive geophysical survey and trial trenching to support the desk-based assessment also undertaken. The results have been reported within the ES Chapter 6 Cultural Heritage (Document Reference 6.2) and supporting appendices ES Appendix 6.5 Geophysical survey report and ES Appendix 6.6 Archaeological trial trenching report (Document Reference 6.4).	N/A
245	South Somerset District Council	General	Air Quality  The Council is largely in agreement with the methodologies and areas covered. Parts of the EMP that cover the likes of dust management should be dynamic and follow changes in ground conditions and construction methods.	National Highways acknowledge broad agreement for the air quality assessment methodology utilised and the areas covered within assessment.  The Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) contains measures to mitigate the impacts of construction dust using best practice guidance.	N/A
246	South Somerset District Council	5.3.1	Air Quality  It is acknowledged that a simple method of assessment was appropriate as the proposed scheme has a low impact.	National Highways welcome support for the air quality assessment methodology utilised.	N/A

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247	South Somerset District Council	5.2.7	Air Quality The South Somerset Environment Strategy, 2019 is not local development document or part of the development plan for South Somerset. It is an internal strategy document. Any references to the development plan for South Somerset throughout the PEIR should only refer to the adopted Local Plan – South Somerset Local Plan 2006-2028, March 2015.	National Highways acknowledge comments made in relation to the South Somerset Environment Strategy; references to this document have been updated in the ES (Document Reference 6.2).	N/A
248	South Somerset District Council	5.9.7	Air Quality Although the impacts of construction dust on local air quality are deemed to be temporary, neutral and not significant, dust management should still be considered in the Environmental Management Plan and attached to the ESA along with mitigation measures. It should be anticipated that local conditions can and will differ to that modelled especially as detailed construction measures, haulage traffic are not known at this stage. This is acknowledge in paragraph 2.6.6 of the PEIR.	The impact of construction dust and construction traffic has been assessed and reported in ES Chapter 5 Air Quality (Document Reference 6.2). Best practice mitigation measures relating to construction dust and construction traffic have been included in the Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4).	N/A
249	South Somerset District Council	Table 6.5	Cultural Heritage (Archaeology) The assessment of impacts on buried archaeological heritage assets are reasonable and the mitigation strategies outlined are appropriate.	National Highways acknowledge support for the proposed assessment methodology and mitigation strategies.	N/A
250	South Somerset District Council	6.8.2	Cultural Heritage (Archaeology) The options of preservation by record (i.e. excavation and recording) of archaeological heritage assets is a recognised mitigation within development projects. Preservation in-situ is only appropriate where heritage assets are of high significance and their continued; preservation can be assured.	National Highways acknowledge support for the proposed assessment methodology and mitigation strategies.	N/A
251	South Somerset District Council	6.2.14	Cultural Heritage (Archaeology) Paragraph 6.2.14 refers to the “South Somerset Heritage Strategy”, this is incorrect the document is called the South Somerset Historic Environment Strategy <a href="https://www.southsomerset.gov.uk/your-council/your-council-plan-and-strategies/historic-environment-strategy/">https://www.southsomerset.gov.uk/your-council/your-council-plan-and-strategies/historic-environment-strategy/</a>	This reference has been corrected within Chapter 6 Cultural heritage of the ES (Document Reference 6.2).	N/A
252	South Somerset District Council	Summary (Archaeology)	Cultural Heritage (Archaeology) The suite of techniques described in the PEIR reflect the appropriate methods for detection, identification and assessment of buried archaeological heritage assets. The use of DMRB as an assessment tool is in line with other infrastructure projects and is a suitable methodology to appraise the significance of impacts. The identification and assessment of HLCAs is appropriate.	National Highways acknowledge support for the proposed assessment methodology.	N/A
253	South Somerset District Council	6.1.1	Cultural Heritage (Archaeology) The methodology (DMRB) is an accepted method to assess impacts on buried archaeology on infrastructure projects. DMRB sets out the techniques to apply to assets to understand their significance and to qualify the potential impacts on assets.		N/A
254	South Somerset District Council	6.6.20	Cultural Heritage (Archaeology) The initial assessment of potential for archaeological survival within the scheme boundary is broadly high. This is a reasonable assessment. The periods with the most potential are described and are on current		N/A

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			knowledge are realistic. The assessment surveys described in 4.3.11 will further clarify the assets present on the scheme and enable the significance of assets to be described and any potential impacts assessed through the application of DMRB.		
255	South Somerset District Council	6.6.21	Cultural Heritage (Archaeology)  The division into 8 Historic Landscape Character Areas is a sensible method of cataloguing distinct areas. The identification of these 8 HLCAs is accepted based on their shared characteristics.		N/A
256	South Somerset District Council	6.5.6	Cultural Heritage (Built Environment)  A 250 metre buffer for all non-designated heritage resources is considered inadequate.  In conjunction with the observations on paragraph 6.3.3, some of the non-designated heritage resources may be of 'Medium' value (recognised at a regions scale). Thus, they could be subject to a 'Moderate' magnitude of impact if their setting makes a key contribution to their significance or appreciation and the proposed scheme is assessed as being highly intrusive.  This scenario could occur beyond a 250 metre buffer, although unlikely beyond the 1 km buffer set for designated heritage resources. The number of Local Heritage List candidate assets with a strong contribution from their setting within a 1 km buffer is likely to be minimal but to merit assessment.  The DMRB LA 106 Revision 1 does not set a limit on the study area for 'other cultural heritage resources' apart for being within the zone of visual influence.  A 250 metre buffer is accepted or all other non-designated heritage resources (of Low and Negligible value) as the construct of the Significance Matrix in DMRB LA 104 Revision 1 (Table 3.8.1) would not register a significant effect for a non-designated heritage resources without physical loss or severe damage.  An additional buffer of 1 km is required for the non-designated heritage resources of 'Medium' value and the baseline date for this study area assessed in line with the comments relating to paragraphs 6.6.12 and 6.6.16 to 6.6.19.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
257	South Somerset District Council	6.5.6	Cultural Heritage (Archaeology)  The study area of 250m is appropriate in terms of assessing adverse effects on non-designated heritage assets with archaeological interest (i.e. buried archaeology).	National Highways acknowledge support for the proposed assessment methodology.	N/A



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258	South Somerset District Council	6.6.24	Cultural Heritage (Archaeology) The assessment of the value of non-designated heritage assets is appropriate based on current knowledge.		N/A
259	South Somerset District Council	6.6.25	Cultural Heritage (Archaeology) The value of 6 HCLAs as low and two HLCAs with potential medieval activity as medium is appropriate.		N/A
260	South Somerset District Council	6.3.1	Cultural Heritage (Archaeology) Local guidance issued by the South West Heritage Trust (SWHT) is utilised in the Assessment methodology as well as the expected professional guidance issued by the Chartered Institute for Archaeologists and Historic England.	National Highways acknowledges this comment.	N/A
261	South Somerset District Council	6.3.3 and Table 6-2	Cultural Heritage (Built Environment) With regards to Table 6-2, the 'Medium' category of 'Value of resources' should include those built heritage and designed landscape non-designated heritage resources of regional and county significance, in addition to 'some non-designated heritage remains'. These resources would ideally be identified in a local heritage list. The Somerset Local Heritage List is currently emerging.  Candidates for the draft Local Heritage List should be identified through this decision-making process, and submitted to the LPA for confirmation prior to the submission of the DCO. These heritage resources should then be treated as being of 'Medium' value. With regards to Table 6-2, the 'Medium' category of 'Value of resources' should include those built heritage and designed landscape non-designated heritage resources of regional and county significance, in addition to 'some non-designated heritage remains'. These resources would ideally be identified in a local heritage list. The Somerset Local Heritage List is currently emerging.  Candidates for the draft Local Heritage List should be identified through this decision-making process, and submitted to the LPA for confirmation prior to the submission of the DCO. These heritage resources should then be treated as being of 'Medium' value.  Also regarding Table 6-2, Grade II Registered Parks or Gardens should be included within the 'High' value category of heritage resources; being of national value. Grade II Registered Parks and Gardens are included on the National Heritage List for England, and the Historic England selection guides for the Register of Parks and Gardens state that registered sites of all grades are considered to be of a sufficiently high level of special historic interest to merit a  national designation. Furthermore, paragraph 5.131 of the NPSNN makes no distinction between the value of Grade II Listed Buildings and Grade II Registered Parks and Gardens.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.)).  Table 6-2 has been revised to include all Registered Parks and Gardens as high value heritage resources.	N/A

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262	South Somerset District Council	6.2.4	<p>Cultural Heritage (Built Environment)</p> <p>With regards to paragraph 5.125 of the NPSNN, the PEIR is unlikely to include a full assessment of all non-designated heritage resources as the Somerset HER is light on non-designated built heritage (standing buildings and structures) resources and there is no evidence of any further assessment work, or confirmation from the LPA of the non-designated heritage assets in the study area.</p> <p>This matter is discussed further in relation to paragraphs 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6.</p> <p>Further assessment of the baseline data for non-designated built heritage resources is required in line with the comments below for 6.5.6, 6.6.12 and 6.6.16 to 6.6.19.</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
263	South Somerset District Council	6.5.2	<p>Cultural Heritage (Built Environment)</p> <p>The proposal for a 1 km buffer from the proposed scheme boundary for designated heritage resources is accepted, with the addition of particularly sensitive heritage resources captured in the Zone of Theoretical Visibility.</p>	National Highways acknowledges support for the proposed assessment methodology.	N/A
264	South Somerset District Council	6.6.12 and 6.6.16 to 6.6.19	<p>Cultural Heritage (Built Environment)</p> <p>The baseline data for non-designated built heritage resources (standing buildings and structures) is likely to be incomplete for the scheme boundary and a 250 metre buffer study area, and would on the current model be incomplete for non-designated built heritage resources of local heritage list potential within a 1 km buffer study area.</p> <p>The baseline condition for non-designated built heritage resources is set out in Appendix 6.1 and Appendix 6.2. The gazetteer is based on the entries in the Somerset HER. The HER is light on built heritage entries, especially farmstead and domestic buildings, which are normally added following their assessment for planning applications. Whereas industrial and infrastructure heritage resources are well represented following the activities of the local industrial archaeology group.</p> <p>The shortfall of historic farmstead and domestic buildings is demonstrated by the table below, which is an extract of all the extant non-designated built heritage resources within the 250 m buffer study area. This shortfall is despite the buffer encapsulation numerous historic farmsteads, individual buildings and hamlets (as identifiable from the 1902 2nd Edition OS). Very few historic buildings are identified in the gazetteer: only two former smithies; one farmhouse; one former tollhouse; and two former industrial building complexes. Only one other non-designated building, not included on the Somerset HER, is identified as having potential heritage interest, and flagged due to its proposed demolition: Bath Cottage, West Hatch (see section 4.2.1 of Appendix 6.1)</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A

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			<p>(Table provided with extant non-designated built heritage resources within the 250m study area buffer).</p> <p>The baseline data for non-designated built heritage resources needs to be expanded with an assessment of:</p> <p>a) For the scheme boundary and a 250 m buffer, all potential non-designated built heritage resources, or cluster of resources, as evident from the 1902 Second Edition OS.</p> <p>b) For a 1 km buffer (including the 250 m buffer), all potential non-designated built heritage resources that fall with the Zone of Theoretical Visibility or would be subject to significant adverse noise impact, and satisfying the draft Selection Criteria of the Somerset Local Heritage List Project.</p> <p>The subsequent list of non-designated built heritage resources for these study areas should be shared with the LPA prior to the DCO submission, including for confirmation of which non-designated built heritage resources would be considered candidates for the emerging Somerset Local Heritage List.</p>		
265	South Somerset District Council	6.7.3 to 6.7.8	<p>Cultural Heritage (Built Environment)</p> <p>The report states that operational vibration has been scoped out of the noise topic assessment, and paragraph 6.7.8 states that the impact of the construction activities would be 'temporary, of limited duration and reversible'. It is unclear if construction vibration (compaction plant, rock-breaking machinery, impact piling, etc.) is scoped in or not. From our experience of considering mineral and highway activities, we are aware that traffic and ground-borne vibration can result in building damage; initially subtle (opening up of small cracks, plasterwork damage), which can be the forerunner of later structural failure. The seismic vibration from the 'bump down' of HGVs on an uneven road surface being of note. Historic buildings will often have elements of delicate or decayed fabric and poorly bedded masonry, which may not conform to standard empirical models.</p> <p>Construction and operational vibration should be included in the assessment of impacts, and a programme of monitoring implemented during the construction stage for sensitive historic building receptors.</p>	<p>National Highways acknowledges the concern regarding the impact of vibration on heritage assets. Consideration of noise and vibration effects on cultural heritage assets has been included within the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4) and mitigation relating to construction techniques addressed where appropriate.</p> <p>Vibration construction mitigation measures are documented within ES Chapter 11 Noise and vibration (Document Reference 6.2) and within the Environmental Management Plan (ES Appendix 2.1, Document Reference 6.4).</p>	N/A
266	South Somerset District Council	Table 6-5	<p>Cultural Heritage (Built Environment)</p> <p>A record of the parish for each of the heritage resources in this and other tables would be useful.</p>	The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
267	South Somerset District Council	6.8.8	<p>Cultural Heritage (Built Environment)</p> <p>Mitigation measures may be required for non-designated built heritage resources following an extension of the baseline, as outlined in the above comments.</p>	All required mitigation is included within ES Chapter 6 Cultural heritage (Document Reference 6.2).	N/A

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268	South Somerset District Council	6.2.10	Cultural Heritage (Built Environment)  With regards to paragraph 203 of the NPPF, the same comment is applicable as made above against paragraph of 6.2.4 of Chapter 6.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)).	N/A
269	South Somerset District Council	6.4.1	Cultural Heritage (Built Environment)  The planned historic building assessment of the non-designated Bath Cottage, West Hatch (outside of the District of South Somerset), is supported. However, there are other historic buildings, not ear-marked for demolition, that warrant an assessment. Please see the comments for paragraph 6.2.4, 6.6.12, and 6.6.16 to 6.6.19 of Chapter 6.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4)).	N/A
270	South Somerset District Council	6.6.1	Cultural Heritage (Built Environment)  In line with the comments for paragraph 6.5.6, the baseline condition for the study area for non-designated heritage resources of local heritage list potential is considered inadequate.		N/A
271	South Somerset District Council	6.6.22 to 6.6.25	Cultural Heritage (Built Environment)  The values assigned to Grade II Registered Parks and Gardens and to non-designated built heritage resources of regional and county interest (candidate assets for the Somerset Local Heritage List) are challenged. Please refer to the comments against paragraph 6.3.3 and Table 6-2.	Chapter 6 Cultural heritage of the ES (Document Reference 6.2), and its supporting appendices (Document Reference 6.4), has been updated in line with these comments.	N/A
272	South Somerset District Council	6.4.2	Cultural Heritage (Built Environment)  Photomontages will be an equally valuable tool for assessing the impact on the 'setting' of sensitive heritage assets. Agreement on key views from sensitive designated and non-designated heritage resources, and the production of additional photomontages, should be undertaken with the LPA prior to the DCO submission.	Consultation with the relevant stakeholders has been undertaken by National Highways and is reflected in the ES submitted within the DCO (Document Reference 6.2). See ES Figure 7.4 ZTV and representative viewpoints and ES Figure 7.7 Viewpoint photographs.	N/A
273	South Somerset District Council	Appendix 6.3	Cultural Heritage (Built Environment)  A review of the gazetteer of heritage resources will be undertaken when the baseline data is complete.  A record of the parish for each of the heritage resources in this and other tables would be useful.	The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
274	South Somerset District Council	6.9	Cultural Heritage (Built Environment)  A review of the construction and operational significant effects will be undertaken when the baseline data and assessment are complete.	National Highways has assessed the impact of construction noise and vibration on heritage assets within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
275	South Somerset District Council	6.6.21 to 6.6.25	Cultural Heritage (Built Environment)  Comments on the Historic Landscape Character are submitted under Cultural Heritage (Archaeology).	National Highways notes this comment.	N/A

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276	South Somerset District Council	Appendix 6.4	<p>Cultural Heritage (Built Environment)</p> <p>A review of the impact assessment or each of the heritage resources will be undertaken when the baseline data and assessments are complete. Where tree cover is sites as a screen, it should be borne in mind that deciduous trees are without leaf for 6 months of the year and individual trees, small clumps or narrow belts do not provide a good screen during this period. This needs to be taken into considered for the assessment.</p> <p>It would be helpful to have a combined version of the Magnitude of impact (Table 1-1) and the Significance of effect (Table 1-2). This would only require the addition of the significance of effect columns to Table 1-1.</p> <p>A record of the parish for each of the heritage resources in this and other tables would be useful.</p>	National Highways notes the comments made. Summer and winter views are incorporated into the ES Chapter 7 Landscape and visual effects (Document References 6.2 and ES Figure 7.7 Viewpoint photographs). National Highways has presented the tables as requested by SSDC in the ES Appendices (Document Reference 6.4). The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
277	South Somerset District Council	6.11.9	<p>Cultural Heritage (Built Environment)</p> <p>An extension of the baseline data for non-designated built heritage resources is required, as outlined in the comments for paragraphs 6.6.12 and 6.6.16 to 6.6.19.</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES (see Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
278	South Somerset District Council	Tables 7-9 to 7-11	<p>Landscape</p> <p>An issue with Chapter 7 is that there is no description of where each viewpoint is actually located. There is a list of 45 locations, but no detail as to where each one might be. Tables 7-9, 7-10 and 7-11 need to be revised to include information on the locations.</p>	The photograph locations are shown on ES Figure 7.4 ZTV and representative viewpoints are shown on ES Figure 7.7 (Document Reference 6.3) and this is noted in ES Chapter 7 Landscape (Document Reference 6.2).	N/A
279	South Somerset District Council	Figure 7.3	<p>Landscape</p> <p>Figure 7.3 Visual receptors and barriers Sheet 3 of 3 (as an example) is not very useful in that it is at 1:25,020 (which is not a recognised scale) and does not include the road alignment. This means they are of very little use in gaining any understanding of the impact. Road alignment needs to be added and they need to be to the same scale (1:5,000) as all the other tree / planting drawings.</p>	<p>National Highways note the scale shown as 1:25,020 in the PEIR figure as an error, although 1:25,000 is a recognised scale and the difference (0.08%) would not make enough to change any interpretation or measurements from this drawing and its purposes.</p> <p>Each plan shows a key plan locating the sheet location in relation to the scheme alignment, sheet three is located to the south-west of the alignment to show the AONB context and distant viewpoints to the scheme, the road alignment is not shown on this sheet as it is too far away from the viewpoints when presented at this scale.</p> <p>Drawings at a scale of 1:5,000 would provide little context for the purpose of landscape and visual impact assessment, and 1:25,000 is a recognised scale for this type of information. At 1:5,000 there would be many drawings across the study area without the scheme shown, and providing little landscape/visual context. The tree/planting drawings are at 1:5,000 as they relate only to elements within or adjacent to the scheme boundary, while</p>	N/A

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				other plans relate to the landscape and visual context within the wider study area.	
280	South Somerset District Council	Figure 7.4	<p>Landscape</p> <p>Figure 7.4 ZTV and Representative Viewpoints Sheet 1 of 3 (for example) is at 1:25,000 which is much too large. These need to be much smaller scale, suggest 1:5000 as with the other plans (trees/planting) so there can be a direct 'comparison'.</p> <p>The viewpoint locations need to be presented so the reader can see what is already there, what will be lost and what the new scheme might look like. This will assist in the discussion around landscape character as well as matters of visual impact.</p> <p>In addition, this set of plans includes coloured ZTV information as solid blocks which completely covers the information underneath, so again, this does not assist in gaining a true understanding of what will change.</p>	<p>The viewpoint photographs on ES Figure 7.7 (Document Reference 6.3) are annotated to note the position of the A358 where it can be seen from stated locations to illustrate the nature of change in a range of contexts and distances.</p> <p>Drawings at a scale of 1:5,000 would provide little context for the purpose of landscape and visual impact assessment, 1:25,000 is a recognised scale for this type of information. At 1:5,000 there would be many drawings across the study area without the scheme shown and providing little landscape/visual context. The tree/planting drawings are at 1:5,000 as they relate only to elements within or adjacent to the scheme boundary, while other plans relate to the landscape and visual context within the wider study area.</p>	N/A
281	South Somerset District Council	Figures 7.8 and 7.9	<p>Landscape</p> <p>Figure 7.9 Viewpoint Photographs (for example) are described as being 'annotated' images. The only annotation on each of these photographs is an arrow pointing out the name of a property or elements such as named woodlands. There is no annotation or indication as to where the roadworks are to happen or any indication as to which (or how) any of these elements may be affected. They are fine photographs, but do not add much to an understanding of the likely impact of the scheme. Information such as a coloured line (to an appropriate level of transparency) showing the new route needs to be added onto each photo. All documentation must be produced on the premise that the viewer is not familiar with the area and so needs a degree of direction.</p> <p>It is fully acknowledged that there are significant engineering, geometrical and physical constraints limiting the flexibility of the proposed route and therefore dictating the changes to the existing route. It is therefore most important that there is a fine scale identification and assessment of those receptors that will be most affected. Appropriate mitigation can then be designed to deal with these in the most appropriate manner. It appears on the plans that the mitigation scheme is dealing with the land affected by and the land leftover from the scheme as opposed to being designed to deal with, say, the changes in the view from any existing properties (either singular or as a group).</p> <p>It would be very helpful if there was a more detailed and graphically presented analysis of the impact on local receptors. This can then be cross-referenced to the mitigation / landscape strategy i.e. this is what is changing and this is what is being proposed to address it.</p> <p>Figure 7.8 Environmental Mitigation Plan Sheet 5 of 9 (as an example) is very helpful in respect of the detailed soft landscape scheme.</p>	<p>It would not be legible to present all information on singular drawing, for example what is there now and what is proposed, and the figures should be read as a series. Representative viewpoint photographs have been prepared within the ES (Figure 7.7, Document Reference 6.3) from stated locations to illustrate the nature of change in a range of contexts and distances.</p> <p>The environmental mitigation design for the scheme has been further developed since statutory consultation to take account of ecological survey data, consultation with stakeholders and changes to the scheme design (see ES Figure 7.8 Environmental Masterplans, Document Reference 6.3). The scheme includes extensive hedgerow, trees, scrub, and woodland creation along the length of the A358. 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. The Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) including Annex D Landscape and Ecological Management Plan (LEMP) 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. This should be read in conjunction with the Ecological Mitigation Strategies presented in ES Appendices 8.24-8.35 (Document Reference 6.4).</p>	N/A

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			<p>However, as with most of the other overlay type images, the top layer is, in many areas, included as a solid colour, so it is not possible to see what is being replaced by what. The purpose of this stage of the scheme is to inform the reader / viewer as to what the changes are going to be, and this information does not come across.</p> <p>There are vast swathes of grass being proposed. There is an opportunity to plant significant quantities of trees. Unless there is a need for visibility splays, then all other areas within the longer term 'road corridor' should be planted with a range of native shrub / native woodland mix planting.</p> <p>SSDC planting guidance is somewhat outdated and all proposed planting should follow current (Forestry based) best practice / best advice regarding the choice of species, size of plants, spacing, management and so on. Planting must be resilient, robust and appropriate for the area.</p>		
282	South Somerset District Council	7.11.2	<p>Landscape</p> <p>The conclusions of the study are unsurprising i.e. at 7.11.2 it notes that the greatest impact where the road deviates from the existing or where new structures are installed. We would expect more detail to explain where and why this happens.</p>	This is the summary section of the report, and the detail for specific locations and receptors is located elsewhere within the Chapter and Appendices. However, the comment is noted and National Highways have sought to provide a more informative summary to the ES Chapter 7 Landscape and visual effects (Document Reference 6.2)	N/A
283	South Somerset District Council	7.6.69	<p>Landscape</p> <p>Noted that a description of the baseline condition of each of the 45 viewpoints is included at Appendix 7.2. However, 7.2 is Topography and Drainage.</p>	To provide clarity, ES Figure 7.2 Topography and drainage (Document Reference 6.3) and ES Appendix 7.2 Visual baseline (Document Reference 6.4).	N/A
284	South Somerset District Council	General - Tree Planting	<p>Landscape</p> <p>The Council would welcome a positive focus upon making the most of the opportunity that this project provides to secure the establishment of thousands of new trees and shrubs. Not only as an attempt to mitigate for losses, but also to partially offset the carbon intensive nature of the future maintenance of the Highway verges and embankments.</p> <p>This might be achieved by carefully designing-out to a bare minimum, the surface area of grassland that requires a continual maintenance regime in-accordance with the principles of The Woodland Trusts 'Trees or Turf' report of May 2011.</p> <p>Furthermore, we would encourage the use of good forestry practice, using a diverse and resilient taxonomical palette to suit the rather inhospitable environmental conditions likely to be provided by the steeply sloped and machine- compacted earth-moulding.</p>	The environmental mitigation within the highway estate will be designed and delivered in accordance with National Highways standards, which respond to the balance needed between operational requirements, safety, and the environment.	N/A

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			Meeting the exponential challenges of climate change and increased pests & diseases requires a different approach to the usual conventions most typically employed by those within the Landscape industry.		
285	South Somerset District Council	General	Landscape  Whilst the underlying methodology follows guidance, the diagrams and tables are presented at a scale and in a manner that is not very helpful. It is suggested that they be presented in the same scale as the planting / trees (for example). They need to include more clarity on the location and type of landscape receptor and a clearer analysis of what is actually changing in any given location and what is being proposed to rectify any resulting harm.  It would be extremely helpful to include some (even basic) mapping and diagrams within the main body of Chapter 7.	Drawings at a scale of 1:5,000 would provide little context for the purpose of landscape and visual impact assessment, 1:25,000 is a recognised scale for this type of information. At 1:5,000 there would be many drawings across the study area without the scheme shown and providing little landscape/visual context. The tree/planting drawings are at 1:5,000 as they relate only to elements within or adjacent to the scheme boundary, while other plans relate to the landscape and visual context within the wider study area.  National Highways have addressed the points raised in relation to the presentation of information within the ES Chapter 7 Landscape and visual effects (Document Reference 6.2) to enable understanding of impacts.	N/A
286	South Somerset District Council	7.11.6, 9 and 11	Landscape  The simple list of 'very large' or 'large effects' at 7.11.6, 7.11.9 and 7.11.11, after 71 pages of assessment, appears a very 'method' driven conclusion. It would helpful to include a more nuanced and detailed set of conclusions.	National Highways note the comment and have sought to provide a more informative summary to the Chapter 7 Landscape and visual effects of the ES (Document Reference 6.2).	N/A
287	South Somerset District Council	Dormouse Bridges	Biodiversity (Design)  • The ES should detail and justify how dormouse bridge proposals will (in addition to other measures) 'provide an equivalent level of connectivity and dispersal function to that lost' as claimed in the PEIR.  • Specifications of proposed bridges is required.	The Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) including Annex D Landscape and Ecological Management Plan (LEMP) 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. This should be read in conjunction with the Ecological Mitigation Strategies presented in ES Appendices 8.24-8.35 (Document Reference 6.4). The mitigation strategy for hazel dormouse is presented within ES Appendix 8.30 (Document Reference 6.4).  Details of the proposed bridge would be confirmed at detailed design stage, subject to successful DCO consent; they would be tied into suitable habitat types to allow dormice to cross the scheme at specific locations chosen to maximise connectivity.	N/A
288	South Somerset District Council	Biodiversity Net Gain	Biodiversity  The applicant is expected to use DEFRA's Biodiversity Metric (currently version 3.0) to demonstrate how mitigation proposals will account for loss of habitats (particularly the wealth of NERC Act (2006) Priority Habitats that are present within the application site). A BNG assessment was not submitted with the PEIR, and it is expected that this will be submitted with the ES at a later stage.  The Environment Bill has now received Royal Assent and is enacted.	The Defra Biodiversity Metric 3.1 (published April 2022) has been used to account for habitat losses and gains on the project. The results of this assessment are provided in the Biodiversity Metric Report found within Appendix 8.6 of the ES (Document Reference 6.4).	N/A
289	South Somerset District Council	Beavers	Biodiversity (Habitats and Protected Species)  Eurasian beavers (Castor Fiber) are present within Somerset and neighbouring counties, and with the species likely to be given 'Native' recognition much like in Scotland it is suggested that this species should be considered as part of the EIA. Especially with the sensitivity of the	The potential for beaver to be present along the scheme is considered as part of the Future Baseline section within ES Chapter 8 Biodiversity (Document Reference 6.2). If beaver do come to colonise this part of Somerset, they would benefit from the mammal crossings designed for otter and badger. Whilst B.R.A.T. might be a useful tool (although designed for	N/A



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			<p>area to flooding, this links to the comment above whereby suitable mammal structures should be incorporated into the design on all water crossings for the proposed scheme.</p> <p>Using Beaver Restoration Assessment Tool (B.R.A.T) areas of potential beaver establishment can be predicted and so those key points could be particularly protected from future high risk impacts such as damming and tree felling.</p>	<p>North American species and landscapes), the potential impacts of damming and tree-felling is also likely to be affected by beaver density, size of territories etc, which at present is unknown and which would also be dependent on habitat suitability/availability (within and beyond the scheme) not only now but also in the future. Given the number of unknown variables at this stage, National Highways consider that any future flood risk resulting from beavers on watercourses and adjacent land within the scheme could be adequately managed through habitat management and working in consultation with local landowners.</p>	
290	South Somerset District Council	Breeding Birds	<p>Biodiversity (Habitats and Protected Species)</p> <p>There is concern with the judgement of the breeding bird assemblage to be of local 'local importance'. Furthermore, there is a strong argument that the loss of approximately 28ha of woodland and over 16 miles of hedgerow would undoubtedly result in a likely significant effect to breeding birds. Further details should be submitted within the ES that outline how the proposed provision of habitat creation and bird boxes prior to construction would alleviate these effects, noting the significant timeline it would take for replanted habitats to establish and that not all breeding birds utilise boxes.</p>	<p>National Highways have completed further breeding bird surveys in 2021, and based on this additional information, the breeding bird assemblage was found to contain species populations of local and county level importance. 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.</p> <p>Details of the breeding bird surveys are presented in ES Appendix 8.12 Ecological Baseline Report – Breeding birds (Document Reference 6.4). Ecological mitigation strategies have been prepared for various habitat and species to support ES Chapter 8 Biodiversity (Document Reference 6.2), these include breeding birds (see ES Appendix 8.28, Document Reference 6.4), which detail any requirements for pre-commencement surveys. The assessment of effects on breeding birds is presented within ES Chapter 8 Biodiversity (Document Reference 6.2).</p> <p>As part of the DCO application, National Highways has prepared an Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) that details the proposed mitigation and enhancement measures, which includes extensive areas of grassland, hedgerow and woodland creation. Alongside this extensive habitat creation, the details of nest box schemes are provided within EMP. Nest boxes scheme have been specifically designed for farmland/hedgerow bird species, starling, woodland bird species, tawny owl/little owl/stock dove/jackdaw, and grey wagtail, the locations of which have been informed by the breeding bird surveys. Nest box schemes would be provided prior to construction where possible. For those species that do not use nest boxes, the habitat retention and creation is considered sufficient to avoid significant impacts.</p>	N/A
291	South Somerset District Council	Barn Owl	<p>Biodiversity (Habitats and Protected Species)</p> <p>The applicant is advised to explore opportunities to mitigate for loss of potential barn owl breeding sites away from the proposed scheme footprint, as well as encouraging the species to disperse from the vicinity of the A358.</p> <p>Highways are a leading cause of barn owl fatalities as the chapter acknowledges. Provisioning of barn owl boxes with suitable landowners at least 10km away from the proposed scheme is recommended.</p>	<p>ES Chapter 8 Biodiversity and supporting appendices present the results of barn owl surveys completed by National Highways in 2021 and an assessment of the impact of the scheme on barn owls and measures to mitigate these impacts.</p> <p>Details of the barn surveys are presented in ES Appendix 8.14 Ecological Baseline Report – Barn owl (Document Reference 6.4). Ecological mitigation strategies have been prepared for various habitat and species to support ES Chapter 8 Biodiversity (Document Reference 6.2), these include barn owl (see ES Appendix 8.29, Document Reference 6.4),</p> <p>The Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) details measures to be taken during both the construction and operational phases of the scheme to protect barn owls. Measures designed into the scheme (based on published research) focus on discouraging barn owls from the live carriageway and include tall hedgerows/treelines retained where possible along the highway boundary, and the creation of new vegetated screens (hedgerows and treelines) to</p>	N/A

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				<p>encourage any barn owls within the scheme to fly high over the live carriageway.</p> <p>Habitat creation and management has been designed to reduce the extent of suitable barn owl foraging habitat (rough grassland) directly alongside the live carriageway, and where new barrier planting would take time to establish, the use of fencing has been considered. Although mitigation measures have focused on identified barn owl traffic hotspots, measures have also been considered for the full length of the scheme. No barn owl boxes would be provided within the scheme boundary and no potential barn owl breeding sites fall within the site clearance boundary (no loss of potential breeding or resting/roosting sites). A barn owl box is proposed west of the scheme, located 1.5km from the main carriageway, to encourage barn owls to nest further away from the scheme.</p>	
292	South Somerset District Council	Impact Assessment	<p>Biodiversity</p> <ul style="list-style-type: none"> <li>• A complete response to impacts and mitigation proposals will be provided upon submission of the ES, noting many ecological surveys are on-going and the PEIR lacks cumulative impact assessment.</li> <li>• When describing impacts to habitats, the applicant is advised to quantify habitat loss and additionally categorise respective habitat loss in relation to cause for destruction. The PEIR is not clear in explaining the reasons behind significant amounts of habitat loss; labelling as 'construction' is not sufficient. Considering the abundance of arable and agricultural farmland in the area, destruction of Priority Habitats to accommodate temporary work zones such as borrow pits, access roads, and site compounds would not be supported. Location convenience for such work zones is not considered acceptable.</li> <li>• There are concerns with potential short-, medium-, and therefore long-term impacts to designated wildlife sites, biodiversity, and ecosystem functioning. The application supports what could be considered a nationally important level of biodiversity, including species that have endured drastic national declines, European Protected Species, and NERC Act (2006) Priority Species. Protected and Priority Species include otter, dormouse, breeding birds (including Schedule 1 species of the Wildlife and Countryside Act (1981) such as kingfisher and barn owl), bats (including four rare European Annex II species), great crested newts, brown hare, pole cat, hedgehog, harvest mouse, badger, water vole, reptiles, fish, aquatic and terrestrial invertebrates (including the nationally rare brown hair streak butterfly), and common toad. These species are supported by the 27 different habitat types recorded within the application site, which includes Priority Habitats. It is considered that the adequacy of proposed mitigation relies heavily in the long-term when habitats would be established, which for woodland as an example will take decades. Paragraph 174 of the NPPF 2021 states that 'planning policies and decisions should contribute to and enhance the natural and local environment by (inter alia): protecting sites of biodiversity; recognising the wider benefits from natural capital and ecosystem services; minimising impacts on and providing net gains for biodiversity'.</li> </ul>	<p>The PEI Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The ES Chapter 8 Biodiversity and its supporting appendices (Document Reference 6.2 and 6.4) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts.</p> <p>The PEI Report detailed the anticipated impacts of the proposed scheme at that stage within the design process. The ES provides greater detail and description of the source of impacts upon ecological receptors. Efforts have been made throughout the design process to reduce the impact of temporary features such as compounds, stockpiles and haul routes upon ecological features.</p> <p>National Highways have 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. 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 otherwise isolated parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. In key locations along the scheme, the creation of habitats will start in advance of construction works to allow as much time as possible within the construction window for habitats to develop.</p> <p>As part of the DCO application, National Highways has prepared an Environment Management Plan (EMP) (ES Appendix 2.1 Document Reference 6.4). The EMP including Annex D Landscape and Ecological Management Plan (LEMP). The EMP 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. This should be read in conjunction with the Ecological Mitigation Strategies presented in ES Appendices 8.24-8.35 (Document Reference 6.4).</p>	N/A

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293	South Somerset District Council	Veteran Trees	<p>Biodiversity (Habitats and Protected Species)</p> <p>The chapter confirms two veteran oak trees would be lost to the proposed eastern carriageway, and a veteran black poplar may be impacted via drainage reconfiguration. Black poplars are considered one of the most endangered native trees in the UK and hold significant cultural and biodiversity value. Adverse impacts to this black poplar should be avoided entirely. The proposed 'veteranisation' of mature trees (involving wounding a healthy mature tree to encourage rot features) retained within the proposed scheme and wider landscape as a form of mitigation for veteran tree loss would not be supported.</p>	<p>The environmental mitigation presented on ES Figure 7.8 Environmental Masterplan (Document Reference 6.3) details how lost trees and vegetation will be mitigated. Areas of tree/woodland/screening planting and hedgerows with trees are proposed in locations where they are deemed to be required and most effective in mitigating impacts, however numbers of proposed trees are not quantified at this stage of design as the mixes, densities, and layouts will be developed at the detailed design stage, subject to successful DCO consent.</p> <p>The Habitat Mitigation Strategy, ES Appendix 8.24 (Document Reference 6.4) provides details on the unavoidable loss of two veteran trees at the eastern end of the scheme and measures proposed to compensate for this loss. These measures include the safeguarding of other veteran trees, for example through the installation of fencing to avoid poaching by livestock, in proximity to the scheme as well as reducing competition around mature and over-mature trees that comprise future veteran resource across the local landscape.</p> <p>Further measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalists, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to provide habitat to allow continuation of the important communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p> <p>This matter is discussed in the Statement of Common Ground with Somerset Council (See Statement of Commonality Document Reference 7.3).</p>	N/A
294	South Somerset District Council	Scattered Trees	<p>Biodiversity (Habitats and Protected Species)</p> <p>Loss of scattered trees should be quantified to enable justification of 'local importance'.</p>	<p>Existing and impacted trees and groups are quantified in the Tree Survey and Arboricultural Impact Assessment presented in ES Appendix 7.3, Document Reference 6.4). The comment on local importance of scattered trees is considered in the preparation of ES Chapter 7 Landscape and visual effects (Document Reference 6.2).</p>	N/A
295	South Somerset District Council	Brown Hairstreak	<p>Biodiversity (Habitats and Protected Species)</p> <p>Further clarification is required for the judgement of the brown hairstreak population to be of 'local importance'. This colony breeder is one of Britain's rarest butterflies and is evidently breeding across almost half of the application site hedgerows. It is advised the ES sets out mitigation that includes the translocation of ovum to suitable receptor sites prior to destruction of hedgerows.</p>	<p>It is recognised that brown hairstreak is a species of principal importance and restricted in range beyond the south and western UK; however, Somerset is one of the strongholds for this species and whilst the species was found throughout suitable habitats across the scheme, this is as would be expected, given the habitats present and the location of the scheme.</p> <p>National Highways have designed a scheme that includes extensive areas of woodland, scrub and hedgerow creation. Species planting mixes will incorporate blackthorn, the food plant of brown hairstreak. Extensive hedgerow improvements are proposed along the length of the scheme, this will take the form of a reduced cutting regime to encourage a denser and taller hedgerow network to the benefit of a range of species including brown hairstreak. Hedgerow translocations are proposed in key locations along the scheme, with the intention of providing continuity of the available habitat structure. These measures would offer continued egg laying opportunities for brown hairstreak in the landscape while the new areas of habitat creation establish.</p> <p>The ES Chapter 8 Biodiversity includes an ecological mitigation strategy for terrestrial invertebrates which incorporates brown hairstreak butterfly (see ES Appendix 8.35, Document Reference 6.4). Brown hairstreak butterfly information is provided in ES Chapter 8 Biodiversity (Document reference</p>	N/A

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				6.2), with a brown hairstreak ecological baseline report provided in ES Appendix 8.23 (Document Reference 6.4).	
296	South Somerset District Council	8.8.57	Biodiversity (Design)  The monitoring of, and requirement for long-term maintenance of otter protection fencing, as well as the potential requirement for beaver protection fencing is not currently listed in the mitigation.	Otter-proof fencing has been specified and included within the scheme design at watercourse crossing points (bridges and culverts) to prevent otter access to the live carriageway and to direct otters towards mammal crossing structures (e.g., dry ledges or dry tunnel). Details of the fencing and its maintenance are included within the EMP (Appendix 2.1, Document Reference 6.4). National Highways considers that this fencing would also benefit beavers.	N/A
297	South Somerset District Council	Environmental Mitigation Plan (Figure 7.8)	Biodiversity (Design)  In line with Somerset County Council's emerging Tree Canopy Strategy, we recommend increasing the tree cover proposed within the landscape design/ mitigation for the scheme (see Environmental Mitigation Plan). This would be able to be adjusted once the stated Tree Canopy Strategy has established a relevant goal for the county or specific region.  In addition, the Somerset Local Nature Partnership 'Nature Recovery Network' maps should be used to inform additional mitigation proposals in relation to wildlife corridors. Data from this development should be shared with the  Local Nature Partnership in order to inform the Nature Recovery Network mapping with finer detail.	National Highways have developed a scheme design which includes extensive areas of hedgerow, scrub, tree and woodland habitat creation, as well as grassland, 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. As part of the DCO application, National Highways has prepared an EMP (Appendix 2.1, Document Reference 6.4) 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.  The environmental mitigation for the scheme has been designed to improve connectivity between existing and proposed areas of semi-natural habitats along the scheme. Offsite mitigation has been proposed in key locations to bolster isolated blocks of semi-natural habitats helping to ensure the long term viability of these habitats and the species communities they support. As an example, large blocks of woodland have been created around the Griffin Lane area on either side of the A358 to complement the belt of woodland that runs through the landscape in this part of Somerset, extending from the levels south to the Blackdown Hills. This approach is in line with the aims of the Nature Recovery Network strategy.	N/A
298	South Somerset District Council	8.8.36	Biodiversity (Design)  Paragraph 8.8.36 The mitigation states that "for every pond lost to construction of the proposed scheme at least one would be created".  Other major infrastructure projects such as the A303 Stonehenge scheme and HS2 have proposed a minimum of 2 ponds are to be created for each pond lost due to the proposed development. We suggest that consideration be given to the provision of additional biodiversity-specific ponds.	Since statutory consultation, mitigation strategies for amphibians and habitats have been further developed, as detailed within the ES Appendix 8.25 Ecological Mitigation Strategy – Aquatic Environment (Document Reference 6.4). This includes for the provision of a minimum of two wildlife ponds for each pond lost to construction of the scheme. As detailed within ES Appendix 8.33 Ecological Mitigation Strategy – Amphibians (Document Reference 6.4), these will be designed to a size and profile and with a planting mix primarily for the benefit of amphibians but with benefits for a range of other species as well.	N/A
299	South Somerset District Council	Appendix D, Stage 2 Preliminary Ecological Appraisal	Biodiversity (Design)  This is dated 2016, which appears to be out of date (over 3 years) and should be updated to ensure all habitats along the route of the proposed scheme have been accurately identified and suitably surveyed.	National Highways have completed updated habitat surveys (2021) of the entire scheme, using the UK Habitat Classifications, and the UK Habitat Classification report is provided in ES Appendix 8.1 (Document Reference 6.2).	N/A
300	South Somerset District Council	Table 8-11	Biodiversity (Design)  The area of ancient woodland impacted at Bickenhall Wood should be calculated and listed in Table 8-11 for clear reference when interpreting the conclusion. Currently it only mentions the impacts in relation to 'root-protection' of the Ancient Woodland but the area of this impact should be provided for clarity.	ES Chapter 8 Biodiversity (Document Reference 6.2) includes quantification of the area at Bickenhall Wood impacted by the scheme.	N/A

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301	South Somerset District Council	8.9.67	<p>Biodiversity (Design)</p> <p>The PEIR states “it is recognised that orchid translocation has a high failure rate”. Yet the impact is stated as neutral and not significant because it assumes a successful translocation. This impact has been downplayed and the risk of failure should be considered within the residual impact as there is no guarantee that the orchids will survive.</p> <p>Similarly, there is no evidence provided in the PEIR to confirm that the orchids are only of local significance, which forms part of the conclusion.</p>	<p>An Ecological Mitigation Strategy – Habitats (ES Appendix 8.24, Document Reference 6.4) is submitted with the DCO application, and this details the proposed approach to the successful translocation of orchids on the scheme, including any remedial measures as required.</p> <p>As the scheme design and associated impacts have developed since statutory consultation, the impact assessment upon orchids has been updated in the ES accordingly. The proposed location of receptor areas within the scheme has also further developed since statutory consultation as shown on ES Appendix 8.24 Habitat mitigation strategy (Document Reference 6.4) and ES Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A
302	South Somerset District Council	Mammals	<p>Biodiversity (Design)</p> <p>The first two pages of the Environmental Mitigation Plan lack suitable crossing points for mammals, such as badger, deer, and brown hare (sheet 1 and 2). It is advised the new line incorporates mammal culverts to alleviate the inevitable effects of fragmentation from the proposed scheme in the land parcels between the existing A358 and the proposed new line. There is also a lack of suitable crossing points for mammals in the southern region of the proposed scheme, noting there are no crossing points shown on sheet 8 and 9.</p>	<p>Every watercourse crossed by the alignment will have a mammal crossing provided, in addition, there will be four standalone badger tunnels. Locations of mammal crossings are shown on General Arrangement Plans (Document Reference 2.5a).</p>	N/A
303	South Somerset District Council	Ancient Woodland	<p>Biodiversity (Habitats and Protected Species)</p> <ul style="list-style-type: none"> <li>• The avoidance of direct loss of ancient woodland is welcomed, and it is expected that this position will not change should the proposed scheme progress or evolve.</li> <li>• Ancient woodland is an irreplaceable habitat as the chapter acknowledges.</li> </ul>	<p>The scheme alignment has been designed to avoid ancient woodlands, since statutory consultation the Bickenhall Lane bridge has been relocated approximately 165m south of Bickenhall Wood ancient woodland so as to avoid direct impacts upon the ancient woodland. Following discussions and a site visit with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details are provided within the ES (Document Reference 6.2). Where woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within ES Appendix 7.3 Tree Survey and Arboricultural Impact Assessment report (Document Reference 6.4) as part ES Chapter 7 Landscape and visual effects (Document Reference 6.2).</p>	Yes
304	South Somerset District Council	11.3.6	<p>Noise and Vibration</p> <p>SSDC notes that a baseline study was not carried out due to lockdown and as such instead was based on modelled outputs. A true baseline study is important to make certain that mitigation if proposed, is not only proportionate and effective, but is indeed needed. It is noted that a baseline survey is planned and will be included in the ES.</p>	<p>A baseline survey has been undertaken and full details of the noise survey are reported in Appendix 11.3 of the ES Appendices (Document Reference 6.4). The results from the baseline survey have informed the baseline (dominimum) noise modelling. The primary method for assessing potential noise impacts is via noise prediction as required by DMRB LA 111 and the Noise Insulation Regulations 1975. This enables testing of the existing road alignments against the future road alignments and is based on predicted traffic flows with and without the scheme in the opening year and a future year (+15 years). It also enables testing of a range of mitigation scenarios to ensure that mitigation is effective and proportionate.</p> <p>Road traffic noise levels are predicted using the method detailed in the Department of Transport technical memorandum - Calculation of Road Traffic Noise (CRTN) 1988 together with minor updates to methodology as outlined in DMRB LA 111 Appendix A. This is the standard method for calculation of road noise in the UK and there has been extensive validation of the method.</p>	N/A
305	South Somerset District Council	11.4.1 to 11.4.4	<p>Noise and Vibration</p>	<p>The effects of the scheme in relation to construction noise have been assessed. This is reported in the ES Chapter 11 Noise and vibration</p>	N/A

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			There is a general theme that details of construction methods were largely not known and so no real assessment could be made. This assessment is still needed. No details were available of construction travel and haulage routes are provided. The Council looks forward to seeing more detail.	(Document Reference 6.2), which also set out the measures that National Highways proposes to mitigate adverse noise effects. National Highways has also produced an Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4), which includes further detail in relation to the control of construction related noise and vibration including a commitment to prepare a Noise and Vibration Management Plan.	
306	South Somerset District Council	General/Summary	Noise and Vibration  Whilst the general methodologies and outcomes are reasonable and in line with industry best practice etc. they are based on a lot of modelled rather than primary data. Real time data is needed for an accurate assessment of potential affects and effective mitigation.	The primary method for assessing potential noise impacts is via noise prediction as required by DMRB LA 111 and the Noise Insulation Regulations 1975. This enables testing of the existing road alignments against the future road alignments and is based on predicted traffic flows with and without the scheme in the opening year and a future year (+15 years). It also enables testing of a range of mitigation scenarios to ensure that mitigation is effective and proportionate.  Road traffic noise levels are predicted using the method detailed in the Department of Transport technical memorandum - Calculation of Road Traffic Noise (CRTN) 1988 together with minor updates to methodology as outlined in DMRB LA 111 Appendix A. This is the standard method for calculation of road noise in the UK and there has been extensive validation of the method.	N/A
307	South Somerset District Council	12.2.10	Population and Health  Curious as to why only economic policies are referred to when the chapter also references housing development and allocations.	Local housing policy and relevant allocations have been included in the ES (Document Reference 6.2).	N/A
308	South Somerset District Council	16.6.12	Population and Health  It is not clear if this paragraph is referring to settlements within the study area or not. From an SSDC perspective the settlement of Ilton is not within the 500m Study Area shown on Figure 12.1. If it is the intention to list settlements in the general vicinity of the A358 then from an SSDC perspective it should also include, Ilminster, Broadway, Horton, Donyatt, Beercombe and Curry Mallet.	The ES (Document Reference 6.2) includes descriptions of local communities in Chapter 12 Population and human health.	N/A
309	South Somerset District Council	12.6.42	Population and Health  Typo – 'Table' repeated.	Typos have been corrected in the ES (Document Reference 6.2).	N/A
310	South Somerset District Council	Figure 12.3	Population and Health  It is noted that Figure 12.3 identifies recreation facilities outside of the 500M Study Area – is that intentional?	ES Figure 12.3 should show community facilities, including recreation facilities, within the 500m study area only. This figure has been updated in the ES (Document Reference 6.2).	N/A
311	South Somerset District Council	12.9.25	Population and Health  It would be helpful if the three open spaces that have high sensitivity were listed in this paragraph.	The open spaces that have high sensitivity have been listed in the ES (Document Reference 6.2).	N/A
312	South Somerset District Council	12.9.2	Population and Health  Typo – a missing 'as'	Typos have been corrected in the ES (Document Reference 6.2).	N/A
313	South Somerset District Council	12.9.54	Population and Health  Typo- has to cross instead of "have to cross"		N/A
314	South Somerset District Council	12.9.10	Population and Health  Suggest Ashill is also referenced in this paragraph.	Ashill will be referenced in this paragraph in the ES (Document Reference 6.2).	N/A

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315	South Somerset District Council	12.6.6	Population and Health  There is a Direction of Growth at Ilminster – South Somerset Local Plan Policy PMT3, Ilminster is expected to deliver 496 new homes over the period 2006-2928 – South Somerset Local Plan Policy SS5. Link: <a href="https://www.southsomerset.gov.uk/your-council/your-council-plan-and-strategies/planning-policy/local-plan/">https://www.southsomerset.gov.uk/your-council/your-council-plan-and-strategies/planning-policy/local-plan/</a>	The Direction of Growth Local Plan Policy has been reviewed and considered within ES Chapter 12 Population and human health (Document Reference 6.2).	N/A
316	South Somerset District Council	Table 12-20	Population and Health  Should it be Landplat rather than “Land Plat”?	Typos have been corrected in the ES (Document Reference 6.2).	N/A
317	South Somerset District Council	14.9.2	Climate  When will the quantitative assessment of the before and after mitigation be done?	ES Chapter 14 Climate (Document Reference 6.2) has been undertaken in accordance with DMRB LA114 Climate.	N/A
318	South Somerset District Council	14.9.19	Climate  Suggested that trees, hedges and water management could also be considered receptors.	Table 14-22 of ES Chapter 14 Climate (Document Reference 6.2) includes the construction vulnerability to climate change impacts. This includes the following environmental receptors: watercourses and ecology; and soft landscape and habitats.	N/A
319	South Somerset District Council	14.5.10	Climate  Has the assessment of climate change scenarios considered local probability?  It would be helpful understand why 60 years is the lifetime projection.	ES Chapter 14 Climate has assessed the climate change resilience of the scheme during its design life, in accordance with the methodology presented within DMRB LA 114 Climate. UKCP18 climate change projections for average climate variables for the local area (25-kilometre grid square) have been utilised for the assessment presented within the ES (Document Reference 6.2).	N/A
320	South Somerset District Council	Table 14-21	Climate  Interested to understand what the design or mitigation measure is for the secondary impact of release of pollutants to watercourses.	A description of the embedded mitigation measures included within the scheme is provided within ES Chapter 2 The project. Essential mitigation measures required are described within each of the technical chapters 5-14. Those relevant to climate are presented within ES Chapter 14 Climate, and those relevant to the water environment are presented within ES Chapter 13 Road drainage and the water environment.  An Environmental Management Plan (EMP) is presented within ES Appendix 2.1 (Document Reference 6.4). The EMP outlines measures to be implemented by the contractor to control potential impacts during the construction stage, and 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.	N/A
321	South Somerset District Council	14.9.14	Climate  The Council is interested to understand when the construction emissions will become available and be added to the GHG emissions.	The updated assessment of greenhouse gas emissions is presented within ES Chapter 14 Climate (Document Reference 6.2).	N/A
322	South Somerset District Council	14.11.14	Climate  Concerned that vulnerability may be significant if mitigation measures in the design are not based on post 2010 precipitation and flooding events.	National Highways have made use of the most recent baseline period (1981 - 2010) available through the Met Office, which is the most robust dataset available for the UK. The Climate Vulnerability Assessment considers potential climate impacts across a range of climate scenarios relative to the baseline period. This does not include detailed consideration of individual flood events between 2010 to present. However, we have considered extreme climate scenarios for the future baseline in order to take a precautionary approach.	N/A

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323	South Somerset District Council	12.4.11	Climate Have the most recent EA projections on flooding due to climate change scenarios been included and have they been applied to the DCO boundary only? Have impacts outside of the DCO boundary been considered?	Climate change projections related for river flooding match those discussed and agreed in the meeting with the Environment Agency, Somerset County Council (as were) acting as the Lead Local Flood Authority and the Somerset Drainage Boards Consortium on 21 June 2022 (2080's higher 50% uplift). We have applied these to any receptor that may be affected to changes caused by the scheme.  Climate changes allowances related to peak rainfall, applied to drainage design is a 40% uplift on the 1% annual probability as the design was undertaken in April 2022 which was just in advance of the most up to date guidance (May 2022).	N/A
324	South Somerset District Council	General	Climate We recommend including a reference to confirm that this scheme will be compliant with Highways England's (National Highways) 2025 'Greening Government Commitment' to reduce its own carbon emissions by 75% compared with the 2017/18 baseline.  Where information on energy use, types and quantities of materials used, and waste generated require assumptions based on industry approximations, professional judgement or best practice will be made, these should be consistent with other aspects within the ES, for example the materials assessment.	National Highways has made a Greening Government Commitment to reduce our own carbon emissions by 75% compared with the 2017/18 baseline. The updated climate assessment presented in the Environmental Statement present emissions associated with the A358 scheme, not emissions associated to National Highways and therefore this commitment has not been included within ES Chapter 14 (Document Reference 6.2).  Data included within the assessment is consistent with data presented within other chapters, including ES Chapter 10 Material assets and waste, ES Chapter 5 Air quality and ES Chapter 7 Landscape and visual effects (Document Reference 6.2).	N/A
325	South Somerset District Council	14.4.4	Climate For transport-related emissions (module A4), data on default transport scenarios for UK projects contained within the RICS professional standards and guidance [23] document on whole life carbon assessment for the built environment (2017), were used. For locally manufactured materials and products, a transport distance of 50km by road has been applied. For nationally manufactured materials and products, a transport distance of 300km by road has been applied. It would be helpful to understand why only 30.1 miles and 186 miles for the emission calculations were used and what about ones from beyond these distances.	With regard greenhouse gas emissions, the climate chapter assesses both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 Climate and the best information available to date.	N/A
326	South Somerset District Council	Table 14-14	Climate It is suggested that "could include renewable/and or low carbon energy sources" be replaced with "should include renewable/and or low carbon energy sources".	The ES Chapter 14 Climate (Document Reference 6.2) identifies, assesses and integrates measures to further reduce carbon through on or off-site offsetting and sequestration (e.g. through the use of renewable technologies)	N/A
327	South Somerset District Council	14.1.1	Climate Reference 1, DMRB 114 – Climate (2019) has been withdrawn and replaced with version 0.0.1 (2021). The assessment should align with the latest guidance.	The assessment presented within ES Chapter 14 Climate (Document Reference 6.2) has been undertaken in accordance with DMRB LA114 Climate.	N/A
328	South Somerset District Council	Table 14-15	Climate Construction stage GHG emissions –Will the table be updated once materials and design is finalised? How does this meet the zero carbon by 2050 objectives? Will the contractors vehicles be electric and prioritise using electric	The estimated construction greenhouse gas emissions presented within the PEI Report have been updated and presented in the ES Chapter 14 Climate (Document Reference 6.2). The ES (Document Reference 6.2) also identifies, assesses and integrates measures to further reduce carbon through on or off-site offsetting and sequestration (e.g. through the use of renewable technologies, hybrid/electric plant, generators and electric van fleet, etc.).	N/A



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			machinery over fossil fuel GHG emitting vehicles to reduce GHG and will construction GHG be monitored?		
329	South Somerset District Council	14.8.9	<p>Climate</p> <p>Operational mitigation needs to be based on the flooding/precipitation events in the area since 2010. Materials need to not only enhance durability in extreme weather events but also mitigate against pollution from run off. Soft landscaping should be designed to slow the flow of floods and reduce contamination e.g. willows and be able to cope with the extreme fluctuations of excessive precipitation and drought. Inspection of drainage to include regular removal of blockages and contamination from road run off should be included.</p>	<p>Updated operational mitigation measures are included in the ES Chapter 14 Climate (Document Reference 6.2). A number of general mitigation and adaptation measures to address the potential impacts associated with climate change events 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.</p> <p>Operational mitigation has been based on the Flood Risk Assessment (FRA) in ES Appendix 13.1 (Document Reference 6.4).</p> <p>A comprehensive list of embedded mitigation and adaptation measures for all climate risks identified within the Climate Change Risk Assessment (CCRA) are set out in ES Chapter 14 Climate (Document Reference 6.2). Additionally, embedded measures are described in ES Chapter 2 The project (Document Reference 6.2).</p> <p>Essential mitigation measures include use of construction materials with appropriate durability requirements (such as increased resilience to thermal loading from fluctuating temperatures); 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; and regular inspection of drainage infrastructure and structures has been specified to assess the condition after extreme weather events.</p> <p>An active system (i.e. valves and penstocks), and passive system (i.e. Sustainable Drainage Systems or SuDS, swales/grassed channels, or silt traps) will reduce the proportion of suspended solids from entering the drainage system via run-off.</p>	N/A
330	South Somerset District Council	Table 14-13	<p>Climate</p> <p>Precipitation change from baseline – has data from the flooding events from 2010 to present been factored in?</p>	<p>National Highways have made use of the most recent baseline period (1981 – 2010) available through the Met Office, which is the most robust dataset available for the UK. The Climate Vulnerability Assessment considers potential climate impacts across a range of climate scenarios relative to the baseline period. This does not include detailed consideration of individual flood events between 2010 to present. However, we have considered extreme climate scenarios for the future baseline in order to take a precautionary approach.</p>	N/A
331	South Somerset District Council	14.8.5	<p>Climate</p> <p>It is suggested that operation mitigation should include monitoring GHG emissions road users during the operational phase of the proposed scheme.</p>	<p>In line with DMRB LA 114, greenhouse gas emissions would be reported to National Highways quarterly during the operation stage. This has been stated within the ES (Document Reference 6.2).</p>	N/A
332	South Somerset District Council	Table 14-19	<p>Climate</p> <p>It would helpful to know the dates of when the example road infrastructure projects occurred, this would enable a valid comparison of the GHG emissions of other similar schemes.</p> <p>Has anywhere quantified the reduction in CO2 emissions due to the removal of existing woodland/trees/hedges?</p>	<p>Known dates of when the example road infrastructure projects occurred have been included within the ES submitted as part of the DCO application (Document Reference 6.2).</p> <p>The ES (Document Reference 6.2) also presents an assessment of land use change (including loss of woodland) and identify, assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies). Additionally, National Highways set out how they will manage the green</p>	N/A

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				space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.	
333	South Somerset District Council	14.6.6	Climate The data presented does not include the annual rainfall during the years mass flooding occurred in the local areas of South Somerset and Taunton which is likely to re-occur within the lifetime of the scheme.	National Highways have made use of the most recent baseline period (1981 - 2010) available through the Met Office, which is the most robust dataset available for the UK. Extreme flood events such as those in 2013 and 2014 are considered through the analysis of climate parameters such as projected changes in precipitation, in particular heavy rainfall events.	N/A
334	South Somerset District Council	14.8.2	Climate Please note that SSSDC has declared a climate and ecological emergency aiming for carbon neutrality zero carbon by 2030 and has a Climate Strategy. This is not referred to in this section of the PEIR along with the SCC and SW&T ones <a href="https://www.southsomerset.gov.uk/media/2690/environment-strategy-document-3-final.pdf">https://www.southsomerset.gov.uk/media/2690/environment-strategy-document-3-final.pdf</a>	ES Chapter 14 Climate (Document Reference 6.2) refers to the Somerset's Climate Emergency Strategy.	N/A
335	South Somerset District Council	Table 14-16	Climate Why has maintenance and refurbishment emissions not been separated from lighting energy use?	ES Chapter 14 Climate (Document Reference 6.2) has been undertaken in accordance with DMRB LA114 Climate. The assessment includes a breakdown of maintenance and lighting energy use greenhouse gas emissions.	N/A
336	South Somerset District Council	14.9.18	Climate Does the assessment during operation of climate change impacts include CO2e emissions, particulates and contamination of water?	ES Chapter 14 Climate (Document Reference 6.2) assesses the greenhouse gas emissions, particulates are assessed within ES Chapter 5 Air quality and contamination of water is assessed within ES Chapter 13 Road drainage and the water environment. (Document Reference 6.2).	N/A
337	South Somerset District Council	Table 14-29	Climate Will hoarding –be sustainably sourced (e.g. from reused/recycled materials and not virgin wood) and ideally reusable?	Where practicable, measures would be implemented to manage material resource use during construction including the use of materials with lower embodied greenhouse gas emissions.	N/A
338	South Somerset District Council	14.7.9	Climate Operational impacts from severe weather events does not mention damage to the road surfaces due to extreme heat.	ES Chapter 14 Climate (Document Reference 6.2) sets out the potential impact of heatwaves and higher temperatures which could lead to stress on road surfaces. Suitable road surface materials will be selected that are more resilient to warm temperatures and the pavement will be monitored, maintained and replaced as required. Surface replacement on structures will be replaced every 12-15 years or dependent upon condition.	N/A
339	South Somerset District Council	14.8.7	Climate The Council looks forward to seeing the comprehensive list of embedded mitigation and adaption measures during construction being further developed in the Environmental Statement.	A list of embedded mitigation measures has been included within ES Chapter 2 The project (Document Reference 6.2). Essential mitigation measures are detailed within each of the technical chapters 5-14 (Document Reference 6.2).  An Environmental Management Plan (EMP) has been prepared in accordance with best practice measure and is submitted within the Environmental Statement as ES Appendix 2.1 (Document Reference 6.4). This first iteration EMP for the design stage has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) guidance LA 120 Environmental Management Plans and will be updated throughout construction and handover in accordance with this guidance.	N/A
340	South Somerset District Council	14.9.12	Climate	Operational greenhouse gas emissions have been assessed within ES Chapter 14 Climate (Document Reference 6.2) in accordance with DMRB LA114 Climate. In line with DMRB LA 114, greenhouse gas emissions would	N/A

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			Operation and maintenance emissions after 2037 should be aiming for net zero emissions.	be reported to National Highways quarterly during the operation stage. This has been stated within the ES (Document Reference 6.2).	
341	South Somerset District Council	14.11.2	Climate Emissions will however impact the ability for the local authorities who are key statutory stakeholder's in the area, to meet their zero carbon by 2030 targets in their Climate/Ecological Emergency/Environment Strategies.	All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmentally responsibility is always a balanced amalgam of all environmental benefits and disbenefits. With regards to carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 and the best information available to date. Whilst the assessment is made using a well-defined transport model, input from a construction partner has not occurred at this stage. Therefore, the construction assessment is based on a set of professional judgements regarding construction opportunities to reduce carbon. National Highways will update the assessment of both tailpipe emissions and construction carbon, and through the detailed design, seek to reduce embodied carbon through issues such as reused of geotechnical materials arising from the scheme, and reduction of vehicle emissions.	N/A
342	South Somerset District Council	Section 14.5	Climate The chapter does not appear to reference the loss of over 20ha of woodland and its capacity to sequester carbon during the construction phase (until the replacement planting is provided, a period of approximately 5 years); the impact should be considered within the assessment.	ES Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) and identify, assess, and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., using renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety, and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five-year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.	N/A
343	South Somerset District Council	14.6.13	Climate Interested to understand why no baseline data was available for wind. Could data be obtained from the MOD or monitoring be undertaken?	The wind baseline data is not readily available from the Met Office. Alternative sources have been considered for the climate assessment presented in ES Chapter 14 (Document Reference 6.2), though it is important to note the time period needs to be consistent with other climate parameters.	N/A
344	South Somerset District Council	14.6.12 and Table 14-12	Climate Extreme precipitation – it would be helpful to understand where the data for the local area comes from as projections seem low compared with what has happened since 2010. Precipitation projections for 2020s to 2079 seem low based on post 2010 flooding events.	National Highways have made use of the most recent baseline period (1981 - 2010) available through the Met Office, which is the most robust dataset available for the UK. Extreme flood events such as those in 2013 and 2014 are considered through the analysis of climate parameters such as projected changes in precipitation, in particular heavy rainfall events.	N/A
345	South Somerset District Council	14.7.7	Climate Concrete and asphalt are referred to here, has the use of kinetic energy generation or solar PV or other renewable energy generating road system solution been considered for this scheme?	ES Chapter 14 Climate (Document Reference 6.2) identifies, assesses, and integrates measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies)	N/A
346	South Somerset District Council	Table 15-7	Assessment of Cumulative Effects This table reflects that there will be "Permanent adverse significant effects on below ground archaeology (known and unknown) within the footprint of the proposed scheme". Also noted is the permanent adverse effect of the loss of several anciently enclosed fields. These are realistic assessments of impacts.	National Highways acknowledges the support provided by SSDC for the proposed assessment methodology. The results have been reported within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) together with cumulative effects assessed within ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).	N/A
347	South Somerset District Council	Table 15-8	Assessment of Cumulative Effects The following updates are provided:	The ES (Document Reference 6.2) has been updated to include the latest situation on planning applications in the study area. An assessment of the	N/A

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			<p>ID 20 17/03409/OUT – reserved matters application 21/02252/REM is awaiting a decision. ID 21 20/03697/REM – application is subject to approval – no decision yet.</p> <p>ID 66 20/00405/REM – application was withdrawn in May 2020. ID 58 21/00393/NMA – is awaiting a decision.</p> <p>For information a list of current residential and employment development commitments in Ashill Parish is appended.</p>	cumulative effects of these projects and the scheme is included in Chapter 15 Assessment of cumulative effects of the ES (Document Reference 6.2).	
348	South Somerset District Council	15.3.22	<p>Assessment of Cumulative Effects</p> <p>The Zone of Influence for non-designated heritage resources within the cultural heritage factor needs to be extended in line with the comments against paragraph 6.5.6 of Chapter 6.</p>	The comments against paragraphs 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6 of the PEI Report are acknowledged. The study area used in the ES for non-material assets has been extended to include all non-designated assets within 1km where they lie within the ZVI. A desk study of all of these assets has been completed and is presented in Chapter 6 Cultural heritage of the ES (Document Reference 6.2).	N/A
349	South Somerset District Council	Appendix 3.2	<p>Assessment of Alternatives</p> <p>SSDC notes the consideration of the various alternative options within Tables 3.1 to 3.10 of Appendix 3.2.</p> <p>The Council is aware that a joint group of Parish Councils have proposed a number of options for amendments to the scheme which have been considered by NH and some of those options have already been incorporated into the design of the scheme. With particular reference to locations that fall within the South Somerset area the following is noted:</p> <p>Table 3.5 Broadway Street link option appraisals summary: Broadway Parish Council consider that this link would be improved by providing an off-slip onto Broadway Street.</p> <p>Table 3.9 Table 3.9 Southfields link option appraisal summary (and paragraph 3.6.10 of chapter 3): local parishes believe that the opportunity should be taken to provide a grade-separated junction at Southfields roundabout to permit A358 and A303 traffic (Taunton/M5 – Ilminster Bypass) to allow traffic to be separated from local traffic.</p> <p>SSDC would encourage NH to continue to liaise and work with local communities to find solutions to address the concerns they have raised where it is feasible and viable to do so.</p>	<p>A connection between Broadway Street and the A358 is provided via the proposed Broadway Street link and Ashill junction and this is considered to be an appropriate intervention to ensure connectivity and access to the A358 and other destinations. An additional off-slip directly onto Broadway Street would be in close proximity to the off-slip already proposed at Ashill junction and would be very lightly trafficked, benefiting very few users and would also introduce an additional conflict point onto the A358.</p> <p>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). 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 have continued to engage with local communities, including the Community of Parishes throughout the development of the scheme,</p> <p>The updated assessment of alternatives is presented as ES Chapter 3 (Document Reference 6.2).</p>	N/A
350	South Somerset District Council	Table 18-1	<p>Glossary</p> <p>A definition of a 'heritage asset' is provided, whereas the term 'heritage resource' is used throughout the PEIR. Either term is accepted.</p> <p>Descriptions of a 'non-designated heritage asset/resource', the 'local heritage list' and a 'local heritage list candidate' are required.</p>	Descriptions are provided in Chapter 17 Glossary of the ES (Document Reference 6.2).	N/A
351	South Somerset District Council	General Comment	<p>General Comment</p> <p>It is suggested that PEIR may wish to refer to the issue that is impacting on certain types of development across much of Somerset including in South Somerset and Somerset West and Taunton in relation to high levels of phosphates in the Somerset Levels and Moors. You can find</p>	National Highways welcomes comments made in relation to phosphates and for providing further information on the webpage. Our biodiversity team are aware of the issues related to phosphates in the Somerset Levels and Moors SPA.	N/A

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			out more information here: <a href="https://www.southsomerset.gov.uk/services/planning/somerset-levels-and-phosphates/">https://www.southsomerset.gov.uk/services/planning/somerset-levels-and-phosphates/</a> .	National Highways are aware of the Biodiversity Emergency issued by Somerset Councils (as were) following advice issued by Natural England that the Somerset Levels and Moors SPA and Ramsar site is in unfavourable conditions primarily due to phosphate levels in surface water. In response, Somerset Council are considering phosphate emissions from developments given within planning applications, primarily developments such as residential, agricultural, and commercial developments. Road developments are not considered significant sources of phosphates. However, we have considered the potential impacts of phosphates from the scheme on designated sites and have reported the results (no significant effects) of this assessment in the Habitats Regulations Assessment: Screening and Statement to Inform Appropriate Assessment (Document Reference 6.5).	
352	Somerset County Council		<p>Executive Summary</p> <p>Parish Councils have also raised concerns about potential impacts associated with the displacement of traffic within the local highway network. Important to understanding this is the modelling of traffic movements. The County Council's response provides commentary on the modelling methodology and outputs provided to date and confirms that local impacts must be robustly assessed, taking into account the proposed stopping up of roads and resultant redistribution of traffic on the local network. Upon completion of a robust assessment, required solutions can be developed on the basis of evidence. The County Council makes the following requests:</p> <ul style="list-style-type: none"> <li>• Figure 9-1 should be revised to show all increases and decreases in traffic flow on the local network, perhaps by splitting into up to 250 vehicles above and below zero, instead of masking most of these in a wide band around zero, and an additional figure to show percentage increases included.</li> <li>• SCC should be consulted about the assessment process that National Highways propose to employ to determine whether the local roads are of a suitable standard to accommodate additional traffic.</li> <li>• Other criteria beyond congestion should be included when considering how the impact of increased traffic on communities and other road users should be measured and adverse impacts mitigated. Such criteria would need to consider the overall level and impact to specific localities and how these outputs are used to define triggers for solutions/ mitigation. SCC should be consulted about these criteria.</li> </ul>	<p>National Highways have been actively engaging with Somerset Council on the traffic impacts on the local road network throughout the preliminary design stage. As part of this engagement, detailed traffic data has been shared that sits behind the figures presented in the A358 Technical Traffic Note at statutory consultation. Since receiving this comment, a set of interactive traffic webmaps has been developed that provide more detailed traffic information about how the scheme will affect the surrounding local road network.</p> <p>National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation. Further details on the process of developing mitigation measures on the local road network are included within the ComMA Report (Document Reference 7.4).</p>	Yes
353	Somerset County Council		<p>Executive Summary</p> <p>It is not clear at this stage what the strategy is for the existing dual carriageway section from Mattocks Tree Green to Henlade. Retention of this dual carriageway section for local traffic could involve unnecessary future maintenance and may attract antisocial behaviour. A single lane two-way road should be provided for vehicular traffic with access retained to properties, whilst separate non-motorised user provision is made in accordance with the proposals contained in the consultation drawings.</p>	<p>The scheme would retain this section of the existing A358 to maintain connections to local villages such as Henlade and Thornfalcon, and can be accessed via the existing M5 junction 25 and Nexus 25 junction, as well as the proposed Mattock's Tree Green junction.</p> <p>National Highways have discussed details in the Technical Working Groups to reach an agreed position with Somerset Council (formerly Somerset County Council) about how the existing A358 would be retained as a local road including consideration of the reallocation of the current eastbound carriageway to cycle travel. This matter is discussed in the Statement of Common Ground with Somerset Council (Appendix A of the Statement of Commonality, Document Reference 7.3).</p>	N/A

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354	Somerset County Council		<p>Executive Summary</p> <p>There are multiple locations where the design proposals will sever sections of the existing local road network and subsequently create cul-de-sacs. In such locations the local highway authority will look to maintain the part of that network that is necessary for access and provides public utility. Where the remaining local road network will serve either individual properties or businesses the local highway authority will look to explore the transfer of ownership responsibilities. Where possible the length of the cul-de-sac should be minimised. Consideration should be given to the relocation of any existing field accesses and private accesses accordingly with the remaining sections potentially returning to alternative uses.</p>	National Highways have agreed with Somerset Council the treatment of stopped-up local roads on a case-by-case basis, with special consideration of any existing or proposed diversions that have been requested to remain within public highway by utility providers.	N/A
355	Somerset County Council		<p>Executive Summary</p> <p>It is understood that National Highways will be applying DMRB (Design Manual for Roads and Bridges) GD300 as the design standard for the main line – this has been referenced in correspondence with affected Parish Councils and related briefings. However, the consultation material does not specify the design standards that have been applied to the proposals to date, therefore the County Council would welcome formal confirmation of the design standards to be applied going forward. SCC also seek clarity on design standards to be applied to the local road network where it interfaces with the proposed scheme.</p>	<p>National Highways are using DMRB standards for the design of the scheme and assets intended to be owned and maintained by National Highways. GD 300 is one of numerous standards in DMRB that have been, and will be, used.</p> <p>Standards for local roads have been listed in the Local Roads Strategy prepared by National Highways and have been agreed with Somerset Council.</p>	N/A
356	Somerset County Council		<p>Executive Summary</p> <p>The County Council has concerns regarding the current proposed configuration of the Mattock's Tree Green junction, in particular the proximity of the new simple priority junction (serving Hatch Beauchamp) to the northern roundabout and the subsequent right turn manoeuvres that would need to take place immediately after exiting the roundabout. It is considered that an alternative arrangement could be provided that improves the connectivity for all non-motorised users through the A358/A378 junction and facilitates the retention of the existing carriageway.</p>	Following statutory consultation in 2021, National Highways reviewed the configuration of the Mattock's tree Green junction and proposed an alternative arrangement for supplementary consultation 2022 in which the Village Road link (north) was connected directly into the northern roundabout at Mattock's Tree Green junction. This arrangement eliminates the separate junction with A378 and creates a more direct link to Hatch Beauchamp. This arrangement would improve safety by eliminating several conflicting traffic movements and simplify signposting. A signalized Pegasus type crossing would be provided to provide safer crossing opportunities to walkers, cyclists and horse-riders across the A378.	Yes
357	Somerset County Council		<p>Executive Summary</p> <p>Consideration should be given to diversionary routes in the event of the new A358 dual carriageway being closed in order to ensure route resilience and that potential impacts on the local highway network may be understood and addressed.</p>	The increased capacity provided by the scheme would mean that the A358 could operate with one lane closed in the event of an accident or breakdown, thus reducing the need for local diversions or closures, as would be the case with the existing single carriageway route. Any significant and planned road closures requiring strategic diversions would be planned in advance and agreed with Somerset Council as the local highway authority and would utilise other A roads on both the strategic and local road network.	N/A
358	Somerset County Council		<p>Executive Summary</p> <p>Application of the GD300 design standard has implications for the frequency and design of local connections that should be provided to the mainline carriageway. A number of local Parish Councils do not agree with use of the GD300 design standard – they seek more local connections to the dual carriageway. The County Council does not challenge the use of the design standard.</p>	<p>National Highways welcome confirmation that Somerset County Council do not challenge the use of the GD 300 design standard adopted in the development of the design.</p> <p>This matter is agreed in the Statement of Common Ground with Somerset Council (See Statement of Commonality Document Reference 7.3).</p>	N/A
359	Somerset County Council		<p>Executive Summary</p> <p>The connection between Ilminster and Horton Cross is shown as a Traffic Free Cycle Route. It is assumed that this does not exclude</p>	The path that links the A358 (west) and A303 would be widened and signed for use by walkers and cyclists.	Yes

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			pedestrians, but confirmation of provision for equestrians is sought. There are riding networks either side of Southfields Roundabout and every effort should be made through this project to reduce the severance caused by the current and proposed infrastructure and improve the situation for all users.		
360	Somerset County Council		Executive Summary Clarification is required regarding ownership, and subsequent maintenance responsibilities, of new assets installed as part of this scheme, and the extents of existing local highway to form part of the Strategic Road Network.	National Highways are continuing to develop the scheme and will continue ongoing engagement with Somerset Council regarding ownership and maintenance limits of the highway network and associated assets.	N/A
361	Somerset County Council		Technical Design Review - Summary The information provided in the Statutory Consultation does not significantly differ from the drawings at "Design Fix 2" which were the subject of response by the County Council in July 2021. The comments set out in that response are equally applicable and therefore form part of the County Council's response to this statutory consultation – set out in Appendix 1 (report reference Sa-6-0081-002-3 rev B dated 23rd July 2021). The July response provides comments on the various project features which form part of the consultation questions.	National Highways design team responded to the Council comments (included in report reference Sa-6-0081-002-3) via the Local Roads Strategy submitted on 13 October 2021.	N/A
362	Somerset County Council		Technical Design Review - Summary Additional observations of the County Council as Local Highway Authority are outlined below, together with any key points of emphasis from the July response to Design Fix 2.	National Highways acknowledges the observations made and responses are provided to each comment raised below.	N/A
363	Somerset County Council		Technical Design Review - Confirmation of the Design Standards applied to the Mainline (A358) It is understood that National Highways will be applying DMRB (Design Manual for Roads and Bridges) GD300 as the design standard for the main line – this has been referenced in correspondence with affected Parish Councils and in related briefings. However, the consultation material does not specify the design standards that have been applied to the proposals to date, therefore the County Council would welcome formal confirmation of the design standards to be applied going forward.	National Highways are using DMRB standards for the design of the A358 and assets intended to be owned and maintained by National Highways. GD 300 is one of numerous standards in DMRB that have been, and will be, used. Standards for local roads have been listed in the Local Roads Strategy prepared by National Highways and have been agreed with Somerset Council.	N/A
364	Somerset County Council		Technical Design Review - Confirmation of the Design Standards applied to the Mainline (A358) SCC also seek clarity on design standards to be applied to the local road network where it interfaces with the proposed scheme.	Standards for local roads have been listed in the Local Roads Strategy prepared by National Highways and have been agreed with Somerset Council.	N/A
365	Somerset County Council		Technical Design Review - Mitigation Works to the Existing A358 Dual Carriageway through Henlade A primary benefit of the scheme is the significant reduction of traffic that will use the existing A358 through Henlade, although the extent of the reduction will need to be established as part of the traffic modelling workstream. It is not clear at this stage what the strategy is for the existing dual carriageway section from Mattocks Tree Green to Henlade. Retention of this dual carriageway section for local traffic could involve unnecessary future maintenance and may attract antisocial behaviour. A single lane two- way road should be provided for vehicular traffic with access retained to properties, whilst separate non-motorised	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists	Yes

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			user provision is made in accordance with the proposals contained in the consultation drawings.		
366	Somerset County Council		<p>Technical Design Review - Mitigation Works to the Existing A358 Dual Carriageway through Henlade</p> <p>Somerset County Council is generally supportive of the WCHR (Walkers, Cyclists and Horse Rider) proposals and offers a number of detailed comments at Section 4 of this response to help progress discussions and inform the detailed designs. The creation of a route for cyclists between Taunton and across Southfields Roundabout to Ilminster is welcomed but there is a need to ensure that this route and the routes that cross the new road take into account LTN 01/20 having regard to the increases in traffic volumes on key sections that may result and traffic speeds, together with the need to ensure the new grade separated junctions cater for all users.</p>	<p>National Highways plans to make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout.</p> <p>The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.</p> <p>As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.</p> <p>The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but been unable to meet all its recommendations.</p> <p>Taking into account scheme changes as an outcome of consultation, there are eight roads crossing the scheme that could use used by cyclists, namely:</p> <ul style="list-style-type: none"> <li>• Stoke Road overbridge</li> <li>• Mattock's Tree Green junction overbridge</li> <li>• Griffin Lane underbridge</li> <li>• Bickenhall Lane overbridge</li> <li>• Village Road overbridge</li> <li>• Sunnyside underpass</li> <li>• Ashill junction overbridge</li> <li>• Jordans overbridge</li> </ul> <p>Stoke Road and Village Road realignments would retain the existing cross-section that they tie into, i.e. a highway with a grass verge on both sides. Griffin Lane alignment would not be affected by the scheme. Bickenhall Lane, Sunnyside Underpass and Jordans overbridge would be largely traffic-free apart from landowners' accommodation access.</p> <p>Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists and horse-riders. Ashill junction overbridge would have footways on both sides and on the Ashill Road/Rapps Road approaches.</p> <p>Additional crossings would be available at:</p> <ul style="list-style-type: none"> <li>• Fivehead River underbridge but the status of connecting rights of way is outside the scope of the scheme</li> </ul>	Yes



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				• High Bridge underbridge (unsurfaced bridleway so attractive to off-road bikes only).	
367	Somerset County Council		Technical Design Review - Mattocks Tree Green Junction Configuration  The County Council has concerns regarding the current proposed configuration of the Mattock's Tree Green junction, in particular the proximity of the new simple priority junction (serving Hatch Beauchamp) to the northern roundabout and the subsequent right turn manoeuvres that would need to take place immediately after exiting the roundabout. It is considered that an alternative arrangement could be provided that improves the connectivity for all non-motorised users through the A358/A378 junction and facilitates the retention of the existing carriageway.	The scheme now proposes a revised arrangement at the junction's northern roundabout eliminating the right-turn that would need to take place immediately after exiting the roundabout, as well as improving safety and connectivity for all road users.	Yes
368	Somerset County Council		Technical Design Review - Mattocks Tree Green Junction Configuration  There are other options that could be explored. The County Council will work with National Highways on the development of a suitable design solution, which also encourages the use of the new dual carriageway where appropriate.	The scheme now proposes a revised arrangement at the junction's northern roundabout.	Yes
369	Somerset County Council		Technical Design Review - Capland Lane / Village Road Link still not provided  It is noted that the provision of a new single carriageway link between Capland Lane and Village Road, or the improvement of local roads to improve flood resilience, are options under consideration as set out in Question 3c of the Statutory Consultation. SCC will wish to engage through the technical workstreams to review the flooding issues and what measures might need to be taken. Confirmation from a modelling perspective is also required to support the option taken forward to detailed design so that the implications on the local road network can be fully assessed.	Based on consultation feedback, National Highways are taking forward Option 1, which would provide a connecting link road between Capland Lane and Village Road. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.  The traffic model indicates that Capland link would not be used by any through traffic. The link would facilitate access to properties along Capland Lane from Village Road at the western end or from Stewley Lane / Stocks Lane at the eastern end.  Due to the location of the Capland link not being within a floodplain, no fluvial modelling has been undertaken.	N/A
370	Somerset County Council		Technical Design Review - Additional Points  It is noted that the study area includes Bickenhall Lane Waste Transfer Station (WTS) which is operational. It is not discussed in Chapter 10 of the PEIR but the location is identified in Figure 10.1. Being an allocated WTS, engagement with the County Council will be required in terms of impact and potential relocation/ reprovision of this operational facility.	National Highways are continuing to engage with Somerset Council about an agreed way forward regarding the removal of the existing WTS facility and this will be updated in the Environment Statement (Document Reference 6.2).	N/A
371	Somerset County Council		Technical Design Review - Additional Points  Clarification is required regarding ownership, and subsequent maintenance responsibilities, of new assets installed as part of this scheme, and the extents of existing local highway to form part of the Strategic Road Network.	National Highways are continuing to develop the scheme and will continue ongoing engagement with Somerset Council regarding ownership and maintenance limits of the highway network and associated assets.	N/A
372	Somerset County Council		Technical Design Review - Additional Points  There are multiple locations where the design proposals will sever sections of the existing local road network and subsequently create cul-de-sacs. In such locations the local highway authority will look to maintain the part of that network that is necessary for access and provides public utility. Where the remaining local road network will serve either individual properties or businesses the local highway authority will look to explore the transfer of ownership responsibilities. Where	National Highways have agreed with Somerset Council the treatment of stopped-up local roads on a case-by-case basis, with special consideration of any existing or proposed diversions that have been requested to remain within public highway by utility providers.	N/A

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			possible the length of the cul-de-sac should be minimised. Consideration should be given to the relocation of any existing field accesses and private accesses accordingly with the remaining sections potentially returning to alternative uses.		
373	Somerset County Council		Technical Design Review - Additional Points  Consideration should be given to diversionary routes in the event of the new A358 dual carriageway being closed in order to ensure route resilience and that potential impacts on the local highway network may be understood and addressed.	The increased capacity provided by the scheme would mean that the A358 could operate with one lane closed in the event of an accident or breakdown, thus reducing the need for local diversions or closures, as would be the case with the existing single carriageway route. Any significant and planned road closures requiring strategic diversions would be planned in advance and agreed with Somerset Council as the local highway authority and would utilise other A roads on both the strategic and local road network.	N/A
374	Somerset County Council		Technical Design Review - Additional Points  Traffic currently exiting the M5 motorway at J25 southbound is directed to use the existing A358 through Henlade. The County Council will wish to ensure that appropriate measures are taken to redirect traffic to the new A358 dual carriageway and reduce the risk of traffic through Henlade.	National Highways would propose an upgrade to signage and road markings in order to make it easier and clearer to get on to the A358 from M5 junction 25, a key link to the wider road network in the region.	N/A
375	Somerset County Council		Technical Design Review - Additional Points  It is noted at paragraph 2.5.70 of the PEIR that the mainline is not proposed to be lit, apart from the immediate approaches to the Nexus and Southfields roundabouts. The County Council has recently developed a new Technical Advice Note 22/20 which provides guidance for the design, installation and handover of street lighting and illuminated traffic signs and should be considered by National Highways in developing the next stage of the design process.	National Highways requests provision of the new Technical Advice Note 22/20 so we can consider further the guidance and see what can be implemented in the detailed design stage, subject to successful DCO consent.	N/A
376	Somerset County Council		Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.1 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P04  The notation of 'Proposed off-line cycle route' does not describe who would be able to use this route, in particular whether it is on-road or off-road (vehicular or non-vehicular). Reference to other drawings suggests that on-road provision is envisaged and will therefore be available to all Non-Motorised Users (NMUs), not just cycles.	The offline cycle route comprises on-carriageway and off-carriageway sections. It is primarily for cyclists, but some sections would be shared with walkers and horse-riders. This is detailed in the Rights of Way and Access Plans (Document Reference 2.4).	N/A
377	Somerset County Council		Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.2 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P04  As noted at paragraphs 3.3. and 3.4 above, it is not clear at this stage what the strategy is for the existing dual carriageway section from Mattocks Tree Green to Henlade, but separate provision should be made for NMUs in accordance with the proposals contained in the WCHR consultation drawings. In relation to the current proposed configuration that involves a new slip to the roundabout, separate non-motorised user provision would need to be made between Glebe Cottages road and Mattocks Tree Green to avoid the need for NMUs to join and exit the new slip.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.  A separate track would run from Glebe Lane and along most of Village Road link (north) for use by walkers, cyclists and horse-riders. This is detailed in the Rights of Way and Access Plans (Document Reference 2.4).	Yes

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378	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.2 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P05</p> <p>Crossing facilities suitable for all NMUs (not just pedestrians) would need to be made at the existing A358/A378 intersection to enable flow to/ from Village Road. There is a lack of clarity without reference to other drawings as to what sections of the off-line cycle route are vehicular or non-vehicular.</p>	<p>Access is detailed in the Rights of Way and Access Plans (Document Reference 2.4). In summary and in response to the specific comments made, a signal-controlled crossing for use by walkers, cyclists and horse-riders would be provided at the A378 Langport Road. The track on either side of the crossing would be a segregated facility using the existing A358 carriageway that would be redundant because of the scheme.</p> <p>The offline cycle route comprises on-carriageway and off-carriageway sections. On-carriageway sections would be shared with vehicles and off-carriageway sections would be traffic-free. The walking, cycling and horse-riding strategy drawings indicate the traffic-free sections as either bridleways or restricted byways. In summary:</p> <ul style="list-style-type: none"> <li>• M5 junction 25 to Bushy Cross off-carriageway (extant shared footway/cycleway)</li> <li>• Bushy Cross to Glebe Lane on-carriageway (on the existing A358 dual carriageway section south of Henlade, the existing eastbound carriageway is proposed to be repurposed as a cycleway)</li> <li>• Glebe Lane to Village Road link (north) off-carriageway</li> <li>• Village Road-Ashill link-Ashill Road-Broadway Street link on-carriageway</li> <li>• Broadway Street link to Horton Cross off-carriageway.</li> </ul>	N/A
379	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.2 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P06</p> <p>The proposed bridleway across the dumbbell arrangement at Mattock's Tree Green junction is welcomed but this should be a dedicated NMU route with safe arm crossings for both directions of travel to avoid the need for NMUs to be on the carriageway at the roundabouts. Suitable height parapets will need to be provided to ensure they are appropriate for equestrians.</p>	<p>Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists, and horse-riders. Parapets on the overbridge would be suitable for horse-riders at 1.8m height with 1.0m solid infill. All arms of the dumbbell roundabouts would have formal uncontrolled crossings.</p>	N/A
380	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.2 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P07</p> <p>It is not clear what is proposed in relation to footpath number T 2/4 given that the footpath will be intersected by the proposed Bickenhall overbridge.</p>	<p>Bickenhall Lane alignment has changed as an outcome of consultation and footpath T 2/4 would not be affected by the scheme. A new footpath, shared with landowner and maintenance access, would connect T 2/4 with the lane. This is detailed in the Rights of Way and Access Plans (Document Reference 2.4).</p>	Yes
381	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.3 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P04</p> <p>There are sections of T 14/8 which will need stopping up/diverting but are not shown as such on the drawing.</p>	<p>This is detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by details of stopping up/diverting in the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).</p>	N/A
382	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.3 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P05</p> <p>The permissive path to the Fivehead River underbridge showing as being stopped up has no formal permission in place, meaning there is nothing to formally stop up. The strategy for WCHR in this location requires more discussion to ensure a connected network. The Neroche Herepath in this location has no formal status hence any proposed route</p>	<p>The permissive path on the north side of Fivehead River underbridge is not shown on updated drawings including the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). The strategy for walking, cycling and horse-riding has been reviewed and the revised scheme retains an ability for walkers to use the underbridge. Extant permissive connections would be unaffected by and are beyond the scope of the scheme.</p>	N/A

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			using the underbridge will ideally need to connect to Bickenhall Lane, or other possible solutions explored. The proposal is not accepted in its current form.		
383	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.3 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P06</p> <p>Every effort should be made to ensure that all improved or new underpasses allow for as many types of NMUs as possible adopting the inclusive approach. Signs, mounting blocks and TROs can deal with any restricted headroom issues and form a departure from standard as necessary.</p>	<p>The scheme includes three underbridges that would or could accommodate walkers, cyclists and horse-riders:</p> <ul style="list-style-type: none"> <li>• At Fivehead River underbridge, the headroom under the existing structure is approximately 2.3m and this would be maintained through the new section. The status of connecting rights of way is outside the scope of the scheme.</li> <li>• High Bridge underbridge would have a headroom of 2.3m, which is suitable for walkers only. National Highways anticipates that a departure from standard would allow a bridleway with restricted headroom to be provided including mounting blocks. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.</li> <li>• At Sunnyside underpass, the headroom under the existing structure is approximately 3.1m and this would be maintained through the new section. The underpass would be shared with the landowner and classified as a restricted byway. Mounting blocks including associated signage would be provided to enable horse-riders to dismount and lead the horse through the structure.</li> </ul>	N/A
384	Somerset County Council		<p>Walking, Cycling and Horse-riding Review - WCHR Drawings - 4.4 DRAWING NUMBER: HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P04</p> <p>The connection between Ilminster and Horton Cross is shown as a Traffic Free Cycle Route. It is assumed that this does not exclude pedestrians, but confirmation of provision for equestrians is sought. There are riding networks either side of Southfields Roundabout and every effort should be made through this project to reduce the severance caused by the current and proposed infrastructure and improve the situation for all users. The NPS has the following sections in support of such an approach:</p> <ul style="list-style-type: none"> <li>• 3.21 – Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010. (There are equestrians that can ride or drive long distances but would be unable to do so on foot or pedal cycle and could therefore be considered disabled.)</li> <li>• 5.180 – Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way.</li> <li>• 5.184 – Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land</li> </ul>	<p>The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Details of the proposals are set out in in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened and a signal-controlled crossing provided on the A358 (west) near to the services' access.</p> <p>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). 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>All comments on walking, cycling and horse-riding proposals have been carefully considered and the proposals are detailed in in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). An assessment of walking, cycling and horse-</p>	N/A

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			and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.	riding is provided in ES Chapter 12 Population and human health (Document Reference 6.2).	
385	Somerset County Council		Walking, Cycling and Horse-riding Review - Summary and Recommendations  There are few material changes between the draft WCHR drawings (previously seen at "Design Fix 2"), and the public consultation drawings WCHR now issued. The comments on the WCHR proposals set out in the response at that time are therefore equally applicable and form part of the County Council's response to this statutory consultation  – set out in Appendix 1 (report reference Sa-6-0081-002-3 rev B dated 23rd July 2021).		N/A
386	Somerset County Council		Traffic Technical Note Review - Introduction  This note considers the Technical Note HE551508-ARP-GEN-ZZ-RP-TR-000006 which has been shared with Somerset County Council by National Highways. The Technical Note sets out a summary of the transport modelling approach for the A358 Taunton to Southfields scheme (hereafter referred to as 'the Scheme') and provides commentary on a small set of selected results.	National Highways acknowledges these comments.	N/A
387	Somerset County Council		Traffic Technical Note Review - Introduction  This note considers the document with specific focus on how the local roads have been represented, and the impacts of the scheme as far as it is possible to determine these from the information provided.		N/A
388	Somerset County Council		Traffic Technical Note Review - Introduction  In preparing this response section sub-headings have been incorporated to match those of the reporting being commented upon with [square brackets] indicating specific paragraphs. A series of numbered notes has been added which are emboldened text if there are any concerns that the approach is likely to under or misrepresent impacts on the local network or italicised for queries where clarification is sought.		N/A
389	Somerset County Council		Traffic Technical Note Review - Explanation of Traffic Modelling  No comments.	National Highways acknowledges this comment.	N/A
390	Somerset County Council		Traffic Technical Note Review - Process of Developing a Traffic Model  The description sets out the overall process with some local factors such as specific developments identified. This description is consistent with National Highways modelling requirements.	National Highways acknowledges this comment.	N/A
391	Somerset County Council		Traffic Technical Note Review - Model Compared to Reality  This section provides some information about the model validation, comparing modelled flows to observed count data and modelled journey	The Technical Traffic Note was intended as a high-level overview of traffic modelling methodology and outputs to make this accessible to members of the public and stakeholders at statutory consultation. National Highways have continued to actively engage with Somerset Council to close out these follow up queries on traffic data and performance of the traffic model on the	N/A

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			<p>times to observed journey times. The source of the observed data is not explicitly recorded in the Technical Note.</p> <p>1. The source of the observed data should be included in the Technical Note to identify the originator and age of the data.</p> <p>2. More details should be provided about the types of counts (long term or short term), and comment provided on the quality of the data.</p> <p>3. More points should be provided for comparison in the local network to allow a fuller understanding of model performance.</p>	<p>local road network throughout the preliminary design stage. More detail about the underlying source data is included in the ComMA Report (Document Reference 7.4).</p>	
392	Somerset County Council		<p>Traffic Technical Note Review - Model Compared to Reality</p> <p>The discussion of journey times indicates that 89 routes have been assessed during the model development but only presents two of these routes in all three modelled periods</p> <p>– albeit the most important routes.</p>	<p>A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and journey times.</p> <p>The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
393	Somerset County Council		<p>Traffic Technical Note Review - Representation of Local Roads in the Model</p> <p>The Technical Note says that a detailed review of the local road network was undertaken to determine which parts were likely to see changes in traffic flows as a result of the scheme [5.1.3]. Unfortunately, the Technical Note does not reveal what analysis underpinned the detailed review, so it is not possible to determine if an appropriate range of factors was used nor whether appropriate weight was given to those factors. Added to this, there was no engagement with either the local highway authority or local communities to assist with determining which routes should be included in the model. Figure 4-2 is useful but would be more helpful if the flows were presented by direction which is especially important on the local roads.</p> <p>5. Details should be provided of the process for selecting additional network with SCC.</p> <p>6. Figure 4-2 should be expanded to show flow by direction.</p>	<p>Throughout the scheme development process, National Highways have been actively engaging with Somerset Council and parish councillors to identify where key impacts on the local road network are expected. We have engaged with Somerset Council and explained the methodology used to determine the need for inclusion of local road network within the traffic model. National Highways shared the following response to this query with Somerset County Council (as were) in October 2021:</p> <p>'The approach adopted was to review the local road network around the A358 corridor and to categorise roads into those that facilitate only local access (an example is Park Barn Lane) and those that act as collector and distributor roads to provide connections between local communities and the strategic road network (an example is Village Road). All roads classed as local collector and distributor roads were included in the traffic model. The effect that the closure of various existing accesses onto the A358 would have on changes in routeing was also considered separately. Local roads that may see an increase in traffic due to nearby roads being stopped up as part of the scheme proposal were therefore also included in the traffic model (an example is Meare Green Lane). A conservative approach was adopted meaning that roads that may ultimately experience no impact as a result of the A358 dualling scheme were included to give the traffic model the opportunity to re-route traffic onto them rather than ruling out any possibility of reassignment at the scoping stage (an example is Folly Drove).'</p>	Yes

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				National Highways have separately liaised with Somerset Council to provide the more detailed traffic flow information requested with regards to Figure 4-2 of the Technical Traffic Note.	
394	Somerset County Council		Traffic Technical Note Review - Forecast Traffic Flows and Journey Times  The information presented in Figure 6-1 is partially helpful but is lacking many of the locations which were reported in Figure 4-2 – predominantly those on the local network. Figure 6-1 also show the flows as “daily traffic” whereas Figure 4-2 presented flows from the modelled hours. Therefore, a direct and informative comparison is not possible from this data. 7. Figure 6-1 should be expanded to show direction of flow by modelled period.	National Highways are actively engaging with Somerset Council and have now provided the additional traffic data that underpins Figure 6-1 of the Technical traffic note.	N/A
395	Somerset County Council		Traffic Technical Note Review - Value for Money Assessment  The information here is limited but there is an implied BCR of 1.21 in [7.1.3]. However, as an estimate of benefits has been provided this implies that the impacts on road safety and the environment have been monetised. Of particular interest, from a traffic flow perspective would be the COBALT outputs which show where there are changes to flows which might result in additional collisions and casualties.  8. The status of any COBALT analysis and outputs should be shared with Somerset County Council	National Highways are actively engaging with Somerset Council and have provided an update on the status of the value for money assessment in the current stage of work. A value for money assessment has been undertaken and this is reported in the ComMA Report (Document Reference 7.4). Results from the COBALT accident assessment will be shared with Somerset Council.	N/A
396	Somerset County Council		Traffic Technical Note Review - Impact of COVID-19 on Traffic Patterns and Volumes  No comments on this section.	National Highways acknowledges this comment.	N/A
397	Somerset County Council		Traffic Technical Note Review - Impact on Traffic Flows on the Local Road Network  Figure 9-1 is not as helpful as it should be due to the selection of the range +/-250 vehicles which makes it impossible to determine whether there is an increase or decrease on many of the routes presented. The band itself is 500 vehicles wide – and the next neighbouring bands are 250 vehicles wide (+250 to +500 vehicles or -250 to -500 vehicles). This masks changes which might be up to 50% increases in some locations given the flows presented in Figure 4-2. For example, the road east of Broadway is shown with 24; 33; 25 vehicles in the AM; IP and PM respectively which can be converted by multiplying by 3; 6; 3 for the number of hours in the period and increased by 10% to estimate an average annual daily flow of 380 vehicles. This route is shown in blue so might experience an additional 249 vehicles which would be an increase of 65%. This might not be the case, but the presentation does not allow for an appropriate assessment.  9. Figure 9-1 should be revised to show all increases and decreases, perhaps by splitting into up to 250 vehicles above and below zero, instead of masking most of these in a wide band around zero, and an additional figure to show percentage increases included.	National Highways are actively engaging with Somerset Council and have now provided the additional traffic data that underpins Figure 9-1 for further inspection. A set of interactive webmaps was created as part of supplementary consultation to make the information about traffic impacts of the scheme more accessible to all consultees. We have also added figures that are the same as the one commented on here to our ComMA Report (Document Reference 7.4) that show impacts on the local road network in the way suggested by Somerset Council, both showing actual flow changes as well as percentage flow changes separately. These figures in the ComMA reflect the latest modelling in which the opening year has been changed to 2031 and other aspects such as growth forecast assumptions have been updated. In the figures that show the actual flow change the neutral band has been retained as being between -249 and +249 vehicles per day. This is classed as neutral because changes in traffic flow that are of this order of magnitude would be imperceptible among day-to-day variation in traffic flows as it equates to a maximum change in traffic of less than one vehicle every two minutes.	Yes
398	Somerset County Council		Traffic Technical Note Review - Impact on Traffic Flows on the Local Road Network	National Highways has actively engaged with Somerset Council on the traffic impacts on the local road network and proposed mitigation measures where considered appropriate based on the change in traffic flows. This	Yes

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			<p>Where increases in traffic flow can be observed on the local network some are in sensitive locations such as on the narrow roads near Stoke St Mary and between Hatch Beauchamp and Bickenhall. A statement is made to the effect that an assessment is being undertaken to determine whether these routes are of a suitable standard to accommodate additional traffic [9.1.3] but details of this assessment have not been provided. The County Council would wish to inform the methodology of this assessment given its importance in ensuring that local impacts are robustly assessed, taking into account the proposed stopping up of roads and subsequent redistribution of traffic on the local roads, and that solutions are developed on the basis of evidence.</p> <p>CC should be consulted about the assessment process that National Highways propose to employ to determine whether the local roads are of a suitable standard to accommodate additional traffic.</p>	<p>process relies on outputs from the traffic forecasts and these in turn require the scheme design to be fixed as scheme design changes result in changes in traffic flows. At the time of statutory consultation, the scheme design was not yet fixed in order to allow for adaptations to the scheme design to be made following the receipt of feedback from members of the public and stakeholders from the consultation process.</p> <p>Following statutory consultation further liaison with Somerset Council has taken place with a view to agreeing a set of mitigation measures on local roads. Details of the latest mitigation proposals on local roads are included as part of the ComMA Report (Document Reference 7.4).</p>	
399	Somerset County Council		<p>Traffic Technical Note Review - Impact on Traffic Flows on the Local Road Network</p> <p>The same paragraph [9.1.3] appears to present the conclusion of the assessment stating "In most cases the affected roads have sufficient capacity to cater for the forecast uplift in traffic."</p> <p>Modelled increases in traffic flows on Toneway, Taunton are, in particular, noted which is a traffic sensitive route where traffic congestion is an existing concern.</p> <p>11. Confirmation should be provided regarding whether the assessment is pending or already completed.</p> <p>12. Further detailed assessment is required of the modelled increases in traffic flows on Toneway, Taunton and the effect of the corridor to accommodate growth in the area.</p>	<p>National Highways has actively engaged with Somerset Council on the traffic impacts on the local road network and proposed mitigation measures where considered appropriate based on the change in traffic flows. National Highways' discussions with Somerset Council include impacts along the A358 Toneway, which have been determined to be sufficiently small meaning that no mitigation measures along Toneway are required as part of this scheme.</p>	No
400	Somerset County Council		<p>Traffic Technical Note Review - Impact on Traffic Flows on the Local Road Network</p> <p>The following paragraph [9.1.4] the states that</p> <p>"improvements are under consideration at selected locations where the forecast increase in traffic may potentially lead to congestion and these will be reviewed with Somerset County Council as the local highway authority."</p>	<p>National Highways acknowledges this comment.</p>	N/A
401	Somerset County Council		<p>Traffic Technical Note Review - Impact on Traffic Flows on the Local Road Network</p> <p>The criteria of "congestion" is not always the most appropriate one to determine the need for an intervention. There is no definitive description of congestion and within traffic model outputs reporting will be a function of the capacity which has been coded into the model. This capacity in turn is likely to be determined by the junctions as opposed to the links, whereas it is the links in rural locations which are of particular</p>	<p>Our consideration of impacts on the local road network includes consideration of capacity thresholds that have been defined based on best practice from other projects for the assessment of narrow single-track lanes. National Highways has also considered impacts on walkers, cyclists, and horse-riders, as well as other safety related aspects such as conflicts between vehicles or changes in vehicle speeds that would be likely to arise. Details of the methodology used for the assessment of local roads mitigation are given in the ComMA Report (Document Reference 7.4).</p>	Yes



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			<p>importance to and are unlikely to be congested in an “urban” sense of queuing traffic.</p> <p>Therefore, the criteria should be extended to include for example whether there are sufficient opportunities for vehicles to safely pass one another on narrow lanes and whether there are other traffic management measures which are necessary to reduce the potential for adverse impacts to all users (including pedestrians, cyclists and equestrians) which additional traffic will be associated with, including reduced sense of safety associated with more interactions with traffic. The County Council would wish to inform the methodology of this assessment.</p> <p>13. Details of locations where improvements are currently being considered by National Highways should be provided to Somerset County Council</p> <p>14. Other criteria beyond congestion should be included when considering how the impact of increased traffic on communities and other road users should be measured and adverse impacts mitigated. Such criteria would need to consider the overall level and impact to specific localities and how these outputs are used to define triggers for solutions/ mitigation. SCC should be consulted about these criteria.</p>		
402	Somerset County Council		<p>Traffic Technical Note Review - Impact on Routing through the Local Road Network</p> <p>Figure 10-1 presents a schematic of routes which trips from local communities are likely to take to access the dual carriageway A358 with its two junctions for northbound or southbound movements. The junctions are to be grade separated and located at the A378 Mattock’s Tree and at Ashill. The assessment appears to be based on intuition as opposed to model outputs – which will be available from the forecast models using select link analysis. It would be preferable to include a composite of model outputs to confirm which routes the model is adopting.</p> <p>15. Model outputs should be provided to demonstrate the routes which are being used to assist with the analysis of whether the model outputs are reasonable.</p>	The material presented in Figure 10-1 of the A358 Technical traffic note was prepared on the basis of traffic model outputs.	N/A
403	Somerset County Council		<p>Traffic Technical Note Review - Summary and Recommendation</p> <p>The Technical Note provides some information but there are numerous areas where that information is presented inconsistently, so comparisons between base year model outputs and forecasts are not possible or presented in a format which is not immediately helpful and masks the actual impacts. The information provided about the local network in the Technical Note would also be improved by additional reporting, as noted above, to be provided for the base and forecast scenarios.</p>	National Highways acknowledges this comment.	N/A
404	Somerset County Council		<p>Traffic Technical Note Review - Summary and Recommendation</p> <p>Ultimately, the analysis appears to be showing that changes in traffic flows are relatively small and a function of local trips re-routing to access the A358 at the proposed new grade separated junctions at Matlocks Tree and Ashill. This localised re-routing means that there are</p>		Yes

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			some roads which experience more traffic and others which will expect a decrease in traffic.		
405	Somerset County Council		Traffic Technical Note Review - Summary and Recommendation  The note is silent upon how impacts will be robustly assessed, taking into account the proposed stopping up of roads and subsequent redistribution of traffic on the local roads, to ensure solutions are developed on the basis of evidence. SCC should be consulted about the assessment process that National Highways propose to employ to determine whether the local roads are of a suitable standard to accommodate additional traffic and the criteria to consider the overall level and impact to specific localities and how these outputs are used to define triggers for solutions/ mitigation. This includes the potential for interventions in areas such as Ashill and Henlade to manage the speed of traffic through these locations.	Our consideration of impacts on the local road network includes consideration of capacity thresholds that have been defined based on best practice from other projects for the assessment of narrow single-track lanes. National Highways has also considered impacts on walkers, cyclists, and horse-riders, as well as other safety related aspects such as conflicts between vehicles or changes in vehicle speeds that would be likely to arise. Details of the methodology used for the assessment of local roads mitigation are given in the ComMA Report (Document Reference 7.4).	Yes
406	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 1, Introduction  SCC acknowledge and support the range of engagement undertaken through Community Forums, the Walking, Cycling and Horse-riding Forum and meetings with landowners and stakeholders, including the various Parish Councils.	National Highways acknowledges the range of views expressed, including those received in support of the approach to engagement on the project.	N/A
407	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 1, Introduction  SCC acknowledge that the emerging Environment Bill will likely be enacted during the design and construction stages of the proposed scheme and that an updated National Policy Statement for National Networks (NSPNN) is also expected in Spring 2023. SCC would encourage the National Highways Project Team to ensure stakeholders are kept informed of potential legislative and policy updates as the scheme progresses towards determination.	National Highways acknowledges the range of views expressed, including those received in support of the project. National Highways will continue to engage with stakeholders as legislation emerges.	N/A
408	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 1, Introduction  Reference should be made to the Somerset County Transport Plan-- Somerset's Local Transport Plan (called Somerset's Future Transport Plan) which sets out the County's long-term strategy for getting the best from transport: <a href="https://www.somerset.gov.uk/roads-and-transport/future-transport-plan/">https://www.somerset.gov.uk/roads-and-transport/future-transport-plan/</a>	A summary of key policies is provided within ES Chapter 1 Introduction (Document Reference 6.2). Policies relevant to each of the technical assessments are detailed within each of the ES Chapters 5-15 (Document Reference 6.2).	N/A
409	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 1, Introduction  SCC note that, subject to the DCO being Granted by the Secretary of State, construction is planned to start in late 2024 and the proposed scheme is due to open to traffic in mid-2028.	National Highways acknowledges reference to the anticipated scheme delivery timescales, subject to successful grant of the DCO.	N/A
410	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  The Council strongly supports the need for the A358 between Taunton and Southfields to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton. If designed appropriately, the improvement will improve connectivity and access to the South West Region, improve the	National Highways acknowledges the range of views expressed by Somerset County Council, including those received in support of the project, and the objective to address the environmental impacts of traffic through the Air Quality Management Area (AQMA) of Henlade. Further detail of the assessment in relation to the AQMA is presented within ES Chapter 5 Air quality (Document Reference 6.2).	N/A

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			resilience of the strategic road network and help to promote economic growth in the region. A principal objective and essential component of the scheme involves addressing the environmental (air quality and congestion) impacts of traffic flow through Henlade which is an Air Quality Management Area.		
411	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project</p> <p>Paragraph 2.5.1 sets out that the proposed scheme would be completed in line with current trunk road design standards. It is understood that National Highways will be applying DMRB (Design Manual for Roads and Bridges) GD300 as the design standard for the main line – this has been referenced in correspondence with affected Parish Councils and in related briefings. However, the consultation material does not specify the design standards that have been applied to the proposals to date, therefore the County Council would welcome formal confirmation of the design standards to be applied going forward. SCC also seek clarity on design standards to be applied to the local road network where it interfaces with the proposed scheme.</p>	<p>National Highways are using DMRB standards for the design of the scheme and assets intended to be owned and maintained by National Highways. GD 300 is one of numerous standards in DMRB that have been, and will be, used.</p> <p>Standards for local roads have been listed in the Local Roads Strategy prepared by National Highways and have been agreed with Somerset Council.</p>	N/A
412	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project</p> <p>It is noted that (Para.2.5.28) the provision of a new single carriageway link between Capland Lane and Village Road or the improvement of local roads to improve flood resilience, are options under consideration. SCC will continue to work collaboratively with NH and local stakeholders to find the most appropriate alternative. SCC will wish to engage through the technical workstreams to review the flooding issues and what measures might need to be taken. Confirmation from a modelling perspective is also required to support the option taken forward to detailed design so that the implications on the local road network can be fully assessed. SCC would also note that the options appraisal will need to consider any direct impact on the potential non-designated built heritage resources of the stone bridge on Stewley Lane and the bridge/culvert (unknown) and guidepost at the north end of Stock's Lane, and the impact on the setting of all local heritage resources.</p>	The options for the Capland area have been assessed and the Capland link option 1 has been chosen as the preferred option. This is included in the project design taken forward to DCO and is included in the ES (Document Reference 6.2). This decision has been discussed with the Council and has been presented at the supplementary public consultation undertaken in mid-2022.	Yes
413	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project</p> <p>It is noted that (Para.2.5.29) additional areas within the proposed scheme boundary have been included to allow for the inclusion of any resultant design changes. SCC welcome the addition of these areas and will continue to work constructively with National Highways as the scheme develops to ensure that all measures, including mitigation measures beyond the immediate corridor of the route are included as appropriate. Indeed, careful consideration should be given to the extent of the red line boundary for the scheme. The results of the traffic model are yet to be agreed and may conclude the need for mitigation works to the local road network outside of the current perceived footprint of the scheme. Should this be the case, alternative legal mechanisms for delivery would need to be considered where working on the public highway. It would be prudent therefore to ensure that any potential locations for mitigation works are contained within the red line boundary</p>	National Highways welcomes Somerset County Council comments in relation to mitigation measures and can confirm that the ES (Document Reference 6.2) and DCO documentation incorporates a revised scheme boundary. This incorporates mitigation required for the scheme.	Yes

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			of the scheme, and form part of the DCO application with the associated powers should consent be granted.		
414	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  It is noted at paragraph 2.5.70 that the mainline is not proposed to be lit, apart from the immediate approaches to the Nexus and Southfields roundabouts. The County Council has recently developed a new Technical Advice Note 22/20 which provides guidance for the design, installation and handover of street lighting and illuminated traffic signs and should be considered by National Highways in developing the next stage of the design process.	National highways acknowledge the Technical Advice Note 22/20 and a concept lighting design in accordance with BS5489-1:2020 has been carried out using 'Lighting Reality' software in conjunction with the junction alignments developed for the preliminary design.	N/A
415	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  Para. 2.5.71 – The Environmental Mitigation Plan and the fly-through video highlight the use of environmental/noise barriers along extensive lengths of the road corridor. This element of the scheme design is not covered in paragraph 2.5.71. The design of these barriers needs to be confirmed as part of the DCO submission (rather than as a matter of detailed design for the Requirements) as this will be relevant to determining their impact on the setting of heritage resources— please see comments relating to paragraph 2.6.7.	The fly-through video presented at statutory consultation in 2021 showed the initial proposed locations for noise barriers (bunds and fencing). The design has been further developed to finalise the location, heights and extents of noise barriers and the noise assessment presented in ES Chapter 11 Noise and vibration (Document Reference 6.2). The location of noise bunds and barriers is shown on Figure 7.8 Environmental Masterplan (Document Reference 6.3).	Yes
416	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  SCC will wish to work collaboratively with National Highways and their contactors to manage any necessary local road closures and mitigate impacts to the local road network (Para. 2.5.89).	National Highways acknowledges this comment from Somerset County Council.	N/A
417	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  Paragraph 2.6.7 – The embedded woodland and hedgerow creation is supported as a means to soften the visual impact of the scheme on heritage resources (although the impact on the setting of every heritage receptor will have to be judged on its merits). Of potential concern is the impact of embedded hard landscape features, in particular the extensive use of environmental/noise barriers in the absence of sufficient fill material for screening bunds (para. 2.5.39). The use of noise barriers, and their design, will need to be assessed in relation to the impact on the setting of sensitive heritage resources.	The landscape and visual impacts of any bunds or barriers has been assessed within ES Chapter 7 Landscape and visual effects (Document Reference 6.2). Noise mitigation measures have been incorporated into the design following an assessment of the noise impacts and effects of the scheme at all noise sensitive receptors. Noise mitigation measures including low noise surfacing, bunds and fence barriers, have been used to reduce or remove significant noise effects, or provide enhancement, where it is effective and sustainable to do so. Bunding has been considered, by preference, in each location and only ruled out where other engineering or environmental constraints have dictated it. The appearance and specification of noise barriers will be developed during detailed design, subject to successful DCO consent. An updated description of the design including embedded mitigation is presented in ES Chapter 2 The project (Document Reference 6.2).	N/A
418	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  Paragraph 2.6.9 – The mitigation measures will be described within the Detailed Archaeological Mitigation Strategy and Overarching Written Scheme of Investigation. It is agreed that this is a sensible approach to implementation of a mitigation strategy.	National Highways welcomes support for approach to mitigation strategy.	N/A
419	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project	Discussions were undertaken with the council with relation to the Bickenhall Lane WTS. The loss of this facility has been included in the ES and is assessed within ES Chapter 9 Geology and soils, ES Chapter 10 Material	N/A

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			Paragraph 2.7.16 – should also make reference to the SCC waste transfer station at Bickenhall Lane. Being an allocated WTS, engagement with the County Council will be required in terms of impact and potential relocation/ reprovion of this operational facility	assets and waste and ES Chapter 12 Population and human health (Document Reference 6.2).	
420	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 2, The Project  SCC note (Para. 2.9.1 & 2.9.2) a Maintenance and Repair Strategy Statement (MRSS) would be prepared following engagement with the National Highways Maintenance and Operation team. SCC consider that, as the Local Highway Authority, we should also be included in the preparation of the MRSS.	The Maintenance and Repair Strategy Statement (MRSS) is a National Highways internal document and focussed on the National Highways asset. If any aspects of the MRSS relate to the local road network, these will be shared with Somerset Council as required.	N/A
421	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 3, Assessment of Alternatives  It is noted that three design changes that have been made since Project Control Framework stage 2 which have not been subject to an options appraisal as they are considered design development by National Highways being:  • Improvements to Nexus 25 roundabout  • Omission of retaining walls at Stoke Road overbridge  • Provision of a segregated left turn lane (SLTL) between the A358 and A303 eastbound at Southfields roundabout	National Highways acknowledges the comments made.	N/A
422	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 3, Assessment of Alternatives  Comments in relation to the Stoke Road overbridge are set out at paragraph 3.1 of the Appendix A.	National Highways acknowledges the comments made; responses are provided in full on the relevant sections.	N/A
423	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 3, Assessment of Alternatives  In relation to the Nexus 25 and Southfields Roundabouts, further work is required to substantiate the junction designs but this can only be determined once the transport model is considered robust (inputs, methodology and assessment of findings all agreed). The County Council will wish to be satisfied with the outputs of the detailed design processes in relation to the operational performance of the local highway network.	Following statutory consultation in 2021, the proposed arrangement at Nexus 25 has been amended from a roundabout to a signalised junction. This design change has been assessed as part of the ES within ES Chapter 3 Assessment of alternative (Document Reference 6.2) and has been modelled in the transport model.	Yes
424	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 3, Assessment of Alternatives  It is noted that options appraisals have been undertaken following feedback received through Community Forums and dialogue directly with affected Parish Councils. SCC would encourage National Highways to continue to liaise and work with local communities to find solutions to address the concerns they have raised where it is feasible and appropriate to do so.	National Highways acknowledges the comments made, engagement with local communities is ongoing outside of consultation periods and detailed in Chapters 2, 6 and 9 of the Consultation Report (Document Reference 5.1).	N/A
425	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 4, Environmental Assessment Methodology	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a	N/A

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			Paragraph 4.3.2 – The study area for non-designated built heritage resources is considered inadequate. Please see the comments against paragraph 6.5.6 of Chapter 6.	qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	
426	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 4, Environmental Assessment Methodology  Paragraph 4.3.9 to 4.3.11 – A desktop assessment and field survey of potential non-designated built heritage assets within the existing and an extended study area is required. Please see the comments against paragraph 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6.		N/A
427	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 5, Air Quality  SCC continues to work with SSDC and SWT to review the proposals being developed by National Highways. Each authority is responding on matters within their direct remit only – for that reason, SCC does not offer detailed comments on this topic, other than to suggest that appropriate references are made to its Future Transport Plan given in particular its commitment to work to minimise the effect that any changes to Somerset's transport systems have on air pollution.	National Highways acknowledges the collaborative work undertaken by the Joint Councils (as were) and the scope of SCC's response to statutory consultation. The Future Transport Plan has been reviewed as part of ES Chapter 5 Air quality (Document Reference 6.2).	N/A
428	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 5, Air Quality  In addition, the County Council is pleased that a principal objective and essential component of the scheme involves addressing the environmental (air quality and congestion) impacts of traffic flow through Henlade which is an Air Quality Management Area.	National Highways acknowledges the range of views expressed, including those received in support of the project, and the objective to address the environmental impacts of traffic through the Air Quality Management Area of Henlade.	N/A
429	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.1.1 – The methodology (DMRB) is an accepted method to assess impacts on buried archaeology on infrastructure projects. DMRB sets out the techniques to apply to assets to understand their significance and to qualify the potential impacts on assets.	National Highways acknowledges support for the proposed assessment methodology.	N/A
430	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.3.1 – Local guidance issued by the South West Heritage Trust (SWHT) is utilised in the Assessment methodology as well as the expected professional guidance issued by the Chartered Institute for Archaeologists and Historic England. This is welcomed by SCC.		N/A
431	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.5.6 – The study area of 250m is appropriate in terms of assessing adverse effects on non-designated heritage assets with archaeological interest (i.e. buried archaeology).		N/A
432	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.20 – The initial assessment of potential for archaeological survival within the scheme boundary is broadly high. This is a reasonable assessment. The periods with the most potential		N/A

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			are described and on current knowledge are realistic. The assessment surveys described in 4.3.11 will further clarify the assets present on the scheme and enable the significance of assets to be described and any potential impacts assessed through the application of DMRB.		
433	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.21 – The division into 8 Historic Landscape Character Areas (HLCAs) is a sensible method of cataloguing distinct areas. The identification of these 8 HLCAs is accepted based on their shared characteristics.		N/A
434	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.24 – The assessment of the value of non-designated heritage assets is appropriate based on current knowledge.		N/A
435	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.25 – The value of 6 HLCAs as low and two HLCAs with potential medieval activity as medium is appropriate.		N/A
436	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.2.4 – With regards to paragraph 5.125 of the NPSNN, the PEIR is unlikely to include a full assessment of all non-designated heritage resources as the Somerset Heritage Environmental Record (HER) has limited information on non-designated built heritage (standing buildings and structures) resources and there is no evidence of any further assessment work, or confirmation from the Local Planning Authority of the non- designated heritage assets in the study area.	The limitation in the Historic Environment Record (HER) data is noted. National Highways has undertaken wider desk-based assessment, including reference to published studies, historic mapping and walkover survey. This is reported in the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
437	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  This matter is discussed further in relation to paragraphs 6.6.12 and 6.6.16 to 6.6.19 of Chapter 6.	National Highways acknowledges this comment.	N/A
438	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Further assessment of the baseline data for non-designated built heritage resources is required in line with the comments below for 6.5.6, 6.6.12 and 6.6.16 to 6.6.19.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority or where they are within the zone of theoretical visibility (ZTV). If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
439	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage	National Highways acknowledges this comment.	N/A

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			Paragraph 6.2.10 – With regards to paragraph 203 of the NPPF, the same comment is applicable as made above against paragraph of 6.2.4 of Chapter 6.		
440	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.3.3 and Table 6-2 – With regards to Table 6-2, the 'Medium' category of 'Value of resources' should include those built heritage and designed landscape non- designated heritage resources of regional and county significance, in addition to 'some non-designated heritage remains'. These resources would ideally be identified in a local heritage list. The Somerset Local Heritage List is currently emerging.	National Highways acknowledges this comment and has addressed it within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
441	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Candidates for the draft Local Heritage List should be identified through this decision- making process, and submitted to the relevant Local Planning Authority for confirmation prior to the submission of the DCO. These heritage resources should then be treated as being of 'Medium' value.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
442	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  In relation to Table 6-2, Grade II Registered Parks or Gardens should be included within the 'High' value category of heritage resources; being of national value. Grade II Registered Parks and Gardens are included on the National Heritage List for England, and the Historic England selection guides for the Register of Parks and Gardens state that registered sites of all grades are considered to be of a sufficiently high level of special historic interest to merit a national designation. Furthermore, paragraph 5.131 of the NPSNN makes no distinction between the value of Grade II Listed Buildings and Grade II Registered Parks and Gardens.	National Highways acknowledges this comment and has addressed it within the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
443	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.4.1 – The planned historic building assessment of the non-designated Bath Cottage, West Hatch (outside of the District of South Somerset), is supported. However, there are other historic buildings, not ear-marked for demolition, that warrant an assessment. Please see the comments for paragraph 6.2.4, 6.6.12, and 6.6.16 to 6.6.19 of Chapter 6.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
444	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.4.2 – Photomontages will be an equally valuable tool for assessing the impact on the 'setting' of sensitive heritage assets. Agreement on key views from sensitive designated and non-designated heritage resources, and the production of additional photomontages,	National Highways acknowledges this concern. Key views have been included in the description of heritage resources' setting, where applicable, in the ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4), specifically Appendix 6.3 Gazetteer of Heritage Resources (Document Reference 6.4).	N/A



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			should be undertaken with the relevant Local Planning Authority (LPA) prior to the DCO submission.		
445	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.5.2 – The proposal for a 1 km buffer from the proposed scheme boundary for designated heritage resources is accepted, with the addition of particularly sensitive heritage resources captured in the Zone of Theoretical Visibility.	National Highways acknowledges support for the proposed assessment methodology.	N/A
446	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.5.6 – A 250 metre buffer for all non-designated heritage resources is considered inadequate.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
447	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  In conjunction with the observations on paragraph 6.3.3, some of the non-designated heritage resources may be of 'Medium' value (recognised at a regions scale). Thus, they could be subject to a 'Moderate' magnitude of impact if their setting makes a key contribution to their significance or appreciation and the proposed scheme is assessed as being highly intrusive. This scenario could occur beyond a 250 metre buffer, although unlikely beyond the 1 km buffer set for designated heritage resources. The number of Local Heritage List candidate assets with a strong contribution from their setting within a 1 km buffer is likely to be minimal but to merit assessment. The DMRB LA 106 Revision 1 does not set a limit on the study area for 'other cultural heritage resources' apart for being within the zone of visual influence.		N/A
448	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  A 250 metre buffer is accepted for all other non-designated heritage resources (of Low and Negligible value) as the construct of the Significance Matrix in DMRB LA 104 Revision 1 (Table 3.8.1) would not register a significant effect for a non-designated heritage resources without physical loss or severe damage.	National Highways acknowledges support for the proposed assessment methodology.	N/A
449	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  An additional buffer of 1 km is required for the non-designated heritage resources of 'Medium' value and the baseline date for this study area assessed in line with the comments relating to paragraphs 6.6.12 and 6.6.16 to 6.6.19.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
450	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.1 – In line with the comments for paragraph 6.5.6, the baseline condition for the study area for non-designated heritage resources of local heritage list potential is considered inadequate.		N/A

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451	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.22 to 6.6.25 – The values assigned to Grade II Registered Parks and Gardens and to non-designated built heritage resources of regional and county interest (candidate assets for the Somerset Local Heritage List) are challenged. Please refer to the comments against paragraph 6.3.3 and Table 6-2.	National Highways acknowledges this comment and has addressed it within the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4).	N/A
452	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.6.12 and 6.6.16 to 6.6.19 – The baseline data for non-designated built heritage resources (standing buildings and structures) is likely to be incomplete for the scheme boundary and a 250 metre buffer study area, and would on the current model be incomplete for non-designated built heritage resources of local heritage list potential within a 1 km buffer study area.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
453	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  The baseline condition for non-designated built heritage resources is set out in Appendix 6.1 and Appendix 6.2. The gazetteer is based on the entries in the Somerset HER. The HER has limited information on built heritage entries, especially farmstead and domestic buildings, which are normally added following their assessment for planning applications. Whereas industrial and infrastructure heritage resources are well represented following the activities of the local industrial archaeology group.	The limitation in the Heritage Environment Record (HER) data is noted. National Highways has undertaken wider desk-based assessment, including reference to published studies, historic mapping, and walkover survey. This is reported in the ES submitted within the DCO Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
454	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  The shortfall of historic farmstead and domestic buildings is demonstrated by the table below, which is an extract of all the extant non-designated built heritage resources within the 250 m buffer study area. This shortfall is despite the buffer encapsulation numerous historic farmsteads, individual buildings and hamlets (as identifiable from the 1902 2nd Edition OS). Very few historic buildings are identified in the gazetteer: only two former smithies; one farmhouse; one former tollhouse; and two former industrial building complexes. Only one other non-designated building, not included on the Somerset HER, is identified as having potential heritage interest, and flagged due to its proposed demolition: Bath Cottage, West Hatch (see section 4.2.1 of Appendix 6.1). (Table provided)	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural Heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
455	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  The baseline data for non-designated built heritage resources needs to be expanded with an assessment of:  a) For the scheme boundary and a 250 m buffer, all potential non-designated built heritage resources, or cluster of resources, as evident from the 1902 Second Edition OS.		N/A

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			b) For a 1 km buffer (including the 250 m buffer), all potential non-designated built heritage resources that fall with the Zone of Theoretical Visibility or would be subject to significant adverse noise impact, and satisfying the draft Selection Criteria of the Somerset Local Heritage List Project.		
456	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  The subsequent list of non-designated built heritage resources for these study areas should be shared with the relevant Local Planning Authority prior to the DCO submission, including for confirmation of which non-designated built heritage resources would be considered candidates for the emerging Somerset Local Heritage List.		N/A
457	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.7.3 to 6.7.8 – The report states that operational vibration has been scoped out of the noise topic assessment, and paragraph 6.7.8 states that the impact of the construction activities would be ‘temporary, of limited duration and reversible’. It is unclear if construction vibration (compaction plant, rock breaking machinery, impact piling, etc.) is scoped in or not. From our experience of considering mineral and highway activities, we are aware that traffic and ground-borne vibration can result in building damage; initially subtle (opening up of small cracks, plasterwork damage), which can be the forerunner of later structural failure. The seismic vibration from the ‘bump down’ of HGVs on an uneven road surface being of note. Historic buildings will often have elements of delicate or decayed fabric and poorly bedded masonry, which may not conform to standard empirical models.		N/A
458	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Construction and operational vibration should be included in the assessment of impacts, and a programme of monitoring implemented during the construction stage for sensitive historic building receptors.	National Highways acknowledges this concern. The impact of vibration on heritage assets. Consideration of noise and vibration effects on cultural heritage assets has been included within the ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4) and mitigation relating to construction techniques addressed where appropriate.  Vibration construction mitigation measures are documented within ES Chapter 11 Noise and vibration (Document Reference 6.2) and within the Environmental Management Plan (ES Appendix 2.1, Document Reference 6.4). Should monitoring of a heritage asset be required this is recorded in ES Chapter 6 Cultural heritage.	N/A
459	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.8.8 – Mitigation measures may be required for non-designated built heritage resources following an extension of the baseline, as outlined in the above comments.	National Highways acknowledges the comment made in relation to mitigation measures. Where mitigation is required, this has been described in the ES Chapter 6: Cultural heritage (Document Reference 6.2) and Appendix 2.1 Environmental Management Plan (Document Reference 6.4).	N/A
460	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.9 – A review of the construction and operational significant effects will be undertaken when the baseline data and assessment are complete.	National Highways notes this comment.	N/A

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461	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Table 6-5 of Chapter 6 – A record of the parish for each of the heritage resources in this and other tables would be useful.	The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
462	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Paragraph 6.11.9 – An extension of the baseline data for non-designated built heritage resources is required, as outlined in the comments for paragraphs 6.6.12 and 6.6.16 to 6.6.19.	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
463	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Appendix 6.3 – A review of the gazetteer of heritage resources will be undertaken when the baseline data is complete. A record of the parish for each of the heritage resources in this and other tables would be useful.	The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
464	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Appendix 6.4 – A review of the impact assessment or each of the heritage resources will be undertaken when the baseline data and assessments are complete. Where tree cover is cited as a screen, it should be borne in mind that deciduous trees are without leaf for 6 months of the year and individual trees, small clumps or narrow belts do not provide a good screen during this period. This needs to be taken into considered for the assessment.	National Highways notes the comments made. Summer and winter views from representative viewpoints across the scheme for the year of opening and 15 years after following the establishment of mitigation. The viewpoints are assessed and presented within ES Chapter 7 Landscape and supporting appendices (Document References 6.2 and 6.4).  The cultural heritage assessment has taken into consideration the landscape viewpoints within the assessment of effects on heritage assets presented in ES Chapter 6 Cultural heritage and supporting appendices (Document Reference 6.2 and 6.4).	N/A
465	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  It would be helpful to have a combined version of the Magnitude of impact (Table 1-1) and the Significance of effect (Table 1-2). This would only require the addition of the significance of effect columns to Table 1-1.	National Highways has presented the tables as requested in ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
466	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  A record of the parish for each of the heritage resources in this and other tables would be useful.	The ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4) includes the data 'as received' from the Historic Environment Record.	N/A
467	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage  Table 6.5 – The assessment of impacts on buried archaeological heritage assets are reasonable and the mitigation strategies outlined are appropriate.	National Highways acknowledges the support for the proposed assessment methodology and mitigation strategies.	N/A

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468	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 6, Cultural Heritage</p> <p>Summary &amp; Recommendations</p> <p>6.6.41 The suite of techniques described in the PEIR reflect the appropriate methods for detection, identification and assessment of buried archaeological heritage assets. The use of DMRB as an assessment tool is in line with other infrastructure projects and is a suitable methodology to appraise the significance of impacts. The identification and assessment of HLCAs is appropriate. However, a 250 metre buffer for all non-designated heritage resources is considered inadequate. The baseline condition for the study area for non-designated heritage resources of local heritage list potential is considered also</p>	National Highways acknowledges the significance of non-designated heritage assets, which can potentially be of national importance. As such, a qualitative approach has been taken to the assessment. National Highways considers that the 250m study area is appropriate for the assessment on non-designated heritage assets and all non-designated heritage assets within that area have been assessed. Additionally, however, National Highways has undertaken assessment to consider specific buildings of local importance within 1km where these are proposed by the local planning authority. If a significant effect is likely to occur, it has been reported in the updated assessment presented within ES Chapter 6 Cultural heritage and supporting appendices (Document References 6.2 and 6.4).	N/A
469	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 7, Landscape</p> <p>SCC continues to work with SSDC and SWT to review the proposals being developed by National Highways. Each authority is responding on matters within their direct remit only – for that reason, SCC does not offer comments on this topic.</p>	National Highways acknowledges the comments raised by each of the Joint Councils (as were), and notes that the roles and responsibilities of each have since been subsumed into the new unitary authority of Somerset Council, as set out in the Statement of Common Ground with Somerset Council (see Statement of Commonality Document Reference 7.3).	N/A
470	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 8, Biodiversity</p> <p>SCC continues to work with SSDC and SWT to review the proposals being developed by National Highways. Each authority is responding on matters within their direct remit only – for that reason, SCC does not offer comments on this topic.</p>	National Highways acknowledges the comments raised by each of the Joint Councils (as were), and notes that the roles and responsibilities of each have since been subsumed into the new unitary authority of Somerset Council, as set out in the Statement of Common Ground with Somerset Council (see Statement of Commonality Document Reference 7.3).	N/A
471	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 9, Geology and Soils</p> <p>Detailed matters associated with geology and soils that impact road construction will be reviewed as part of the detailed design proposals, however the information laid out appears to be appropriate and factually accurate.</p>	National Highways acknowledges this comment.	N/A
472	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Minerals)</p> <p>The alignment of the proposed new road will not affect any existing quarry site, nor will it be located in any Mineral Safeguarding Area. Thus, no policy issues are raised in respect of mineral safeguarding.</p>	National Highways acknowledges no issues raised in respect of mineral safeguarding.	N/A
473	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Minerals)</p> <p>With regard to aggregate use for the project, the PEIR does refer to seeking to maximise use of site won and recycled material assets which is to be welcomed. Policy SMP1 of the Somerset Minerals Plan deals with the supply of recycled and secondary aggregates. It is noted that due to the scheme being at an early design stage, estimates of the quantity of primary and secondary materials required at this stage are not available. Thus, a high level assessment has been undertaken at this stage focusing upon those construction activities requiring the most significant quantities of material. The PEIR does refer to the last published Local Aggregate Assessment which shows a healthy</p>	National Highways acknowledges this comment. Engagement with aggregate suppliers will take place during detailed design, subject to successful DCO consent.	N/A

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			landbank for crushed rock. However, early engagement with aggregate suppliers will be important to ensure adequate supply.		
474	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Minerals)</p> <p>It is noted at para 2.5.85 that borrow pits are not currently envisaged required but this will be reviewed as the detailed designs are progressed. SCC would draw attention to Policy DM13: Borrow Pits. From a mineral policy perspective, borrow pits are supported subject to it being adequately demonstrated that the borrow pit</p> <ul style="list-style-type: none"> <li>• lie on or in close proximity to the construction project so that material can be conveyed to its point of use with minimal use of public highways;</li> <li>• be limited to the life of the project;</li> <li>• serve only the project; and</li> <li>• be restored to its original levels or an alternative acceptable landform only utilising materials from the construction project.</li> </ul>	National Highways acknowledges this comment.	N/A
475	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)</p> <p>The PEIR states clearly that this construction project will be managed in accordance with the Waste Hierarchy as defined in the Waste Regulations 2011. Moreover, a clear priority is to use as much of site won material as is possible and practicable within the project. In particular, it is noted that in regard to earthwork material assets, 99% shall be re-used and recycled meaning that only a minimal amount will need to be sent to landfill, thus achieving a very near earthworks balance. Approximately 11,000 tonnes has been calculated as unfit for recycling. The PEIR states that this can be accommodated within the existing South West landfill capacity.</p>		N/A
476	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)</p> <p>The PEIR states that the scheme will be accompanied by a Materials Management Plan, a Site Waste Management Plan and in compliance with the CL:AIRE code of practice for the re-use of excavated materials. The approach set out for reducing the level of waste and the re-use of material as part of the project is in accord with Policies WSC1 (Waste Prevention) and WCS2 (recycling and re-use) of the adopted Waste Core Strategy.</p>		N/A
477	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)</p> <p>In respect of waste site safeguarding, it is noted that the study area does include Bickenhall Lane Waste Transfer Station (WTS) which is operational. It is not discussed in Chapter 10 but the location is identified in Figure 10.1 (waste management facilities for CDW in the second study area). Being an allocated WTS, engagement with the Council will be required in terms of impact and potential relocation/reprovision of this operational facility.</p>	Discussions were undertaken with Somerset Council with relation to the Bickenhall Lane Waste Transfer Site. The loss of this facility has been included in ES Chapter 9 Geology and soils, ES Chapter 10 Material assets and waste and ES Chapter 12 Population and human health (Document Reference 6.2).	N/A

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478	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)  It is also important to raise the proximity of the route alignment to Ham Street WWTW, which includes two permitted waste management facilities (sludge treatment and digestion). It is advised that the respective facility operators are consulted on the proposals.	National Highways acknowledges the comments in relation to Ham Street WWTW, the respective facility operators will be engaged during detailed design, subject to successful DCO consent.	N/A
479	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)  Six historic landfill sites have been identified within 500 metres of the site with 2 of those being intersected by the new road. It is noted that appropriate mitigation will be designed and incorporated into the Environmental Statement once further work and a land contamination risk assessment is undertaken. Mitigation is important to ensure that no harmful adverse impacts are caused to the environment or any local residents once the historic landfills are disturbed by the construction work.	National Highways acknowledge support for the proposed mitigation in respect of historic landfills.	N/A
480	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 10, Material Assets and Waste (Waste)  In addition, with regard to hazardous landfill, whilst Walpole landfill is non-hazardous, it does have a stable non-reactive hazardous waste cell for disposal of asbestos containing materials. Also, we note the comment regarding no inert landfill in Somerset (para 10.6.9), but there are a number of inert recovery sites operating that provide some capacity. Details can be provided if required.	Details relating to Walpole landfill have been included within ES Appendix 13.1 Material assets and waste baseline (Document Reference 6.4).	N/A
481	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 11, Noise and Vibration  SCC continues to work with SSDC and SWT to review the proposals being developed by National Highways. Each authority is responding on matters within their direct remit only – for that reason, SCC does not offer comments on this topic.	National Highways acknowledges this comment.	N/A
482	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 12, Population and Health  SCC support the potential health benefits related to improved air quality and the potential for enhanced active travel and recreational opportunities.	National Highways welcome support for the scheme in relation to population and health benefits.	N/A
483	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 12, Population and Health  The following detailed points are offered in connection with the consideration of Public Rights of Way  Table 12.1 - This should also include 3.15, 3.21, 4.60, and 5.180.  12.2.9 - This should include Somerset's Rights of Way Improvement Plan 2. Some relevant extracts being:  · Action 1.4: Continue to ensure that improvements to the rights of way network are secured through planning applications and that the necessary funds and agreements are sought to implement improvements.	The majority of public rights of way in the study area involve footpaths. The revised scheme, as an outcome of consultation, would affect 29 footpaths. Ten bridleways would also be affected: T 31/36, T 14/8, T 14/25, CH 1/UN, CH 1/25, CH 1/26, CH 1/27, CH 2/23, CH 2/25, CH 2/26.  Many rural roads are attractive to walkers, cyclists and horse-riders and the numbers of people can be greater than the numbers of vehicles. The baseline for population and health includes all local roads in the environmental assessment.  All comments on walking, cycling and horse-riding (WCH) proposals have been carefully considered and the proposals are detailed in in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented	N/A

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			<p>· Policy Statement 3.1: When improving PRoW or creating new PRoW, an inclusive approach will be taken from the outset, so that wherever possible the routes will be accessible to horse riders, cyclists, walkers and those with visual and mobility impairments.</p> <p>· Policy Statement 3.2: When creating, improving or diverting PRoW, we will endeavour to improve connectivity of the network and improve safety when emergence onto or crossing a road is part of the proposal.</p> <p>· Action 3.18: Work with developers and relevant stakeholders to streamline, develop and improve the PRoW network within and in the vicinity of development. Local mitigation and strategic improvements will be sought through public path orders and where necessary, physical works.</p> <p>12.3.7 Please confirm if Strava Metro data was sourced (free) and analysed to help inform the baseline for walking/cycling/running.</p> <p>Table 12-2 Low - Disuse through past severance should not fall into low sensitivity. There can often be considerable latent demand that is held back by severance, or lowly used at great safety risk.</p> <p>12.6.27 - Public bridleways are also affected by the scheme.</p> <p>12.6.30 - Other Routes with Public Access (ORPAs) only represent a minority of unclassified roads. All local roads should be considered available for NMU use and not be overlooked as part of the baseline. Not all of the path network is truly connected for all NMUs, therefore many classified and unclassified roads form essential parts of NMU journeys, complementing the path network.</p> <p>12.9.46 &amp; 47 - This is a very narrow assessment of the effect of the scheme and it is suggested that the routes within the 500m buffer should be considered from a direct amenity effect, not indirect. Taking a too narrow approach when looking at effects can leave a very non-sensical or illogical network remaining and does not fully recognise the broader effect on the use and relevance of routes when they are disconnected or significantly diverted by a scheme such as this. Suggestions have been made where a broader approach would be to everyone's benefits (see Appendix A).</p> <p>12.9.50 - This should also reference connections to the Neroche Herepath</p> <p>12.9.55 - This should not disregard the Neroche Herepath, despite a section being under temporary closure currently.</p> <p>12.9.61 This is not the case all structures as some are excluding cyclists and horse riders.</p> <p>12.9.62 Should refer to SCC not SWT</p> <p>12.9.83 This suggests the scheme improves journey times and thereby the sense of connectivity. It is not clear what network and which users this is referring to. It is assumed it is only referring to the dual carriageway and not the local road and path networks which experience some severance, albeit that it is acknowledged that the scheme should enable active travel modes where currently at-grade crossings act as a deterrent.</p>	<p>by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). An assessment of walking, cycling and horse-riding is provided in ES Chapter 12 Population and human health (Document Reference 6.2). That assessment has been undertaken in accordance with the DMRB LA112 standard. The assessment focusses on direct effects on those routes crossing the alignment of the scheme which will be affected during construction and operation of the route. In addition, the assessment has looked at indirect effects on other PRoW / WCH routes within 500m, focussing on, but not excluding, those running parallel to the route.</p> <p>The strategy for walking, cycling and horse-riding has been reviewed and the revised scheme retains an ability for walkers to use the Fivehead River underbridge. The status of connecting rights of way to the underbridge is outside the scope of the scheme</p> <p>Most new structures would be classified as either public highway or a public right of way. Taking into account scheme changes as an outcome of consultation, there are nine crossings that could be used by walkers, cyclists and horse-riders. Fivehead River underbridge would be for walkers only and is subject to permissive rights of way, the status of which is outside the scope of the scheme. One crossing would be a cattle creep, not publicly accessible, and some additional structures would cater for watercourses.</p>	



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484	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  SCC as Lead Local Flood Authority (LLFA) have been engaging directly with National Highways consultants regarding the flood risk aspects and surface water drainage design for this project, and look forward to continuing to work with National Highways as their fluvial modelling, detailed surface water drainage design and Final Flood Risk Assessment (FRA) for the Environmental Statement (ES) progresses.	As stated, the project team and Somerset Council as Lead Local Flood Authority have been in regular contact, and we are aiming to continue to discuss flood risk issues as the design and assessment develops. ES Chapter 13 Road drainage and the water environment and its supporting appendices (Document Reference 6.2 and 6.4) provides an assessment of flood risk and surface water drainage.	N/A
485	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  Whilst the surface water drainage scheme and accompanying FRA is still being developed, early consideration should be given to providing a betterment to downstream flood risk through controlling flows from the upstream catchments.	Opportunities to remove existing flood risk issues have been implemented by introducing flood compensation measures and providing a sustainable system that operates up to the 1% annual probability storm including a 40% allowance in terms of rainfall intensity to take account of climate change. Open surface water features have been implemented as attenuation features, although they will provide a water quality treatment function as well.	N/A
486	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  We are pleased to see that our previously recommended discharge rates of 2l/s/ha for the River Tone catchment and QBar of 5.06l/s/ha have been taken forward into the detailed drainage design (Section 3.2.30 of the FRA in Appendix 13.1). In existing sections of the route, the development should provide a betterment on existing flows starting from QBar. The requirements for 'Long Term Storage' / Sustainable Drainage Systems (SuDS) must also be considered when determining discharge volumes for each section / network of the development.	The drainage design key principle is to provide a sustainable system that operates up to the 1% annual probability storm including a 40% allowance in terms of rainfall intensity to take account of climate change. Open surface water features have been implemented as attenuation features, although they will provide a water quality treatment function as well.  Where the design has to deviate from these principles a clear rationale has been provided as to why and any mitigation provided.	N/A
487	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  SuDS should be above ground where possible and include swales and basins in order to provide multiple levels of treatment. Multiple smaller features should be considered, increasing the resilience of the design and cascading drainage through a series of SuDS features. The design should avoid as much as feasible, a 'pipe-to-pond' arrangement. As included in the PEIR FRA, the drainage design must include a +40% climate change allowance. Detailed information will be required as the drainage design progresses to demonstrate how any flooding will be retained / directed to drainage features.	The drainage design key principle is to provide a sustainable system that operates up to the 1% annual probability storm including a 40% allowance in terms of rainfall intensity to take account of climate change. Open surface water features have been implemented as attenuation features, although they will provide a water quality treatment function as well. The drainage design has been assessed using the National Highways Water Risk Assessment (HEWRAT) tool to determine where multiple levels of treatment are required, and this approach has been implemented where necessary. However, it has often been necessary to utilise pipes to connect the carriageway to attenuation features due to other constraints. These has been clearly explained in the final drainage design report. The methods used to ensure surface water is directed into the proposed drainage infrastructure have also been clearly described.	N/A
488	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  As stated in section 13.8.5, Land Drainage Consent (LDC) will be required from the LLFA for any works (temporary or permanent) that impede the flow of an Ordinary Watercourse. This includes but is not limited to alterations or realignments of existing watercourses, extensions to existing culverts or installation of new culverts.	The project team has recognised the need for Land Drainage Consents and much of the analytical work done at this preliminary design stage will be taken and enhanced to support permit applications made post submission of the DCO application.	N/A
489	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment  With regards to the future maintenance of structures, an easement of 5-8m from top of banks and any culverts etc should be provided to allow sufficient gradient for self-cleansing velocity. A maintenance schedule	These requirements reflect comments received during engagement that took place through the design and development stage s of the scheme and have been taken account of in design decisions.	N/A

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			will also be required so that the LLFA understands who will maintain the drainage infrastructure and also how often.		
490	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 13, Road Drainage and Water Environment</p> <p>It is noted that the provision of a new single carriageway link between Capland Lane and Village Road or the improvement of local roads to improve flood resilience, are options under consideration. SCC will continue to work collaboratively with NH and local stakeholders to find the most appropriate alternative. The LLFA will wish to engage through the technical workstreams to review the flooding issues and what measures might need to be taken.</p>	Somerset Council's proactive stance on engagement and help with design development is welcomed by National Highways.	N/A
491	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>The Somerset Local Authorities adopted a Climate Emergency Strategy in 2020 which identifies the outcomes to be achieved and the steps each organisation, individual community and household needs to commit to, to work towards Somerset being carbon neutral by 2030 and help build our resilience against the impacts of Climate Change both now and in the future. Transport is a main source of emissions in Somerset and has a direct impact upon how we manage and respond to Climate Change in Somerset, and the following measures are set out in the Strategy:</p> <ul style="list-style-type: none"> <li>• An urgent, radical shift is needed away from conventional petrol and diesel vehicles to electric and low emission vehicles to cut emissions and air pollution from transport.</li> <li>• Greater investment is needed in public transport to improve the quality and the size of the public transport network across the County.</li> <li>• Changes to travel behaviours - everyone needs to reduce the number of miles travelled in cars, vans etc.</li> <li>• Improvements to footpaths and cycleways are needed to encourage more local journeys to be undertaken by cycling and walking.</li> <li>• The transport and drainage networks need to be 'futureproofed' to cope with more extremes of weather and climate.</li> <li>• Future developments need to be centred around local services and places to work to reduce the need to travel.</li> </ul>	<p>All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmental responsibility is always a balanced amalgam of all environmental benefits and disbenefits. With regards to carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 Climate, and the best information available to date. Whilst the assessment is made using a well-defined transport model, input from a construction partner has not occurred at this stage. Therefore, the construction assessment is based on a set of professional judgements regarding construction opportunities to reduce carbon. National Highways will update the assessment of both tailpipe emissions and construction carbon, and through the detailed design, seek to reduce embodied carbon through issues such as reused of geotechnical materials arising from the scheme, and reduction of vehicle emissions.</p> <p>The updated assessment is presented as ES Chapter 14 Climate (Document Reference 6.2).</p>	N/A
492	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>Paragraph 14.3.3 identifies that three sources of green-house gas emissions will be created during the construction and operation of the project. The emissions generated through the operation of the scheme will be included within Somerset's area-wide transport emissions metrics and will therefore be taken into account in Somerset's transition to net zero. This must be balanced, however, with the benefits that the scheme will deliver, especially in relation to the improvements to connectivity and access to the South West Region, improvement in the resilience of the strategic road network and the promotion of economic growth in the region. In working with National Highways on the development of the detailed design, the County Council will therefore</p>	<p>All projects have a range of benefits and disbenefits on the environment, and it is unusual for a road project to meet all aspirations. Therefore, the measure of environmental responsibility is always a balanced amalgam of all environmental benefits and disbenefits. With regards to carbon, we have assessed both embodied and tailpipe carbon using the methodologies identified in DMRB LA114 and the best information available to date. Whilst the assessment is made using a well-defined transport model, input from a construction partner has not occurred at this stage. Therefore, the construction assessment is based on a set of professional judgements regarding construction opportunities to reduce carbon. National Highways will update the assessment of both tailpipe emissions and construction carbon, and through the detailed design, seek to reduce embodied carbon</p>	N/A

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			wish to explore opportunities for the scheme to contribute to the transport measures described in Somerset's Climate Emergency Strategy.	through issues such as reused of geotechnical materials arising from the scheme, and reduction of vehicle emissions.	
493	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate  The Somerset Councils' Electric Vehicle Charging Strategy describes how the use of conventional fuelled petrol and diesel vehicles must transition to 'Zero Emission' Electric vehicles, in line with national policy, as well as setting out the opportunities and the challenges that this will bring to decarbonise transport across Somerset to help tackle the Climate Emergency. Delivery of the Strategy requires the engagement with and commitment of a wide variety of stakeholders, including National Highways.	National Highways acknowledges the range of views expressed. The provision of electric car charging points is outside of the scope of this scheme.	N/A
494	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate  In relation to the development of public transport, the journey time reliability of commercial bus services between Taunton and Ilminster is affected by the need to route on and off the existing A358. The consultation proposals developed by National Highways will enable direct routing of buses through villages located along the A358 corridor without the need to use the dual carriageway. The County Council will therefore wish to work with the public transport operators to explore opportunities for enhanced provision and with National Highways in the facilitation of modal shift. Added to this, Somerset's Bus Service Improvement Plan (BSIP) drafted in partnership with local operators sets out a radical overhaul of services in the County, the aim being to make bus services greener, more attractive, more affordable, easier to use, as well as faster and more reliable as an integral part of the Somerset's Climate Emergency Strategy by getting more people out of cars and onto public transport.	National Highways acknowledges the range of views expressed relating to the need for the scheme and 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.  National Highways support actions recommended by Committee on Climate Change on modal shift and managing the demand as these will help reduce the growth in traffic on our network. National Highways is taking actions to integrate net zero into their statutory consultee responses to planning applications from 2022, work with the sub-national transport bodies to agree priorities and actions to support delivery of our net zero strategies by 2022, develop and implement a programme to improve public transport operations on the strategic road network, promotion of walking and cycling, and measures to reduce the need to travel and implement a comprehensive plan to reduce, re-mode and re-time journeys in the third road period.	N/A
495	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate  Section 3 of this response deals with the proposals affecting walkers, cyclists and horse-riders and encourages enhancements that will help to reduce dependency on the car, in particular for short trip journeys between villages. In addition to these measures, the County Council will wish to explore with National Highways the scope of activities that may be feasible to reduce the overall need to travel.	National Highways acknowledges the range of views expressed relating to the need for the scheme and 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.  The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The needs of walkers, cyclists, horse-riders and disabled users have been considered as part of the design development of the scheme, in line with the appropriate design standards. This has included engagement with a range of user groups, including Somerset Council.	N/A
496	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate  In relation to the vulnerability to climate change, paragraph 14.7.5 is noted in as much as the proposed scheme is expected to increase the resilience of transport systems in the region to hazards arising from climate change and that it would improve safety for all road users and provide benefits for the overall resilience of the region. The County Council will wish to work proactively with National Highways through the	National Highways are continuing to engage with Somerset Council in respect of climate change measures.	N/A

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			detailed design process to ensure that local highway elements in particular are 'futureproofed' to cope with more extremes of weather and climate.		
497	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>It is noted that the carbon assessment of the scheme has only been undertaken at a scheme level. The A358 improvement forms part of a much wider whole-corridor programme to create a more attractive second strategic route from London to the South West as an alternative to the M4/M5 corridor. The A303/A358 route is some 16 miles (and circa 10%) shorter, and the improved journey time should result in a significant proportion of traffic switching to the shorter route resulting in lower emissions from those vehicles due to the reduced distance travelled. We note that a programme-level carbon appraisal is not included and consider that the project level appraisal is likely to significantly over-estimate the carbon emissions related to the scheme by omitting consideration of the strategic function and impact of the project in the wider corridor strategy.</p>	<p>The net-zero ambition is set out within the amendments (July 2019) to the Climate Change Act 2008. 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 recognises the concern raised about the scheme within the context of concerns about global warming and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.</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 considers 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. This assessment has also been included within the ES (Document Reference 6.2) that is submitted as part of the DCO application, and outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. ES Chapter 14 Climate (Document Reference 6.2) describes an assessment of any likely significant climate factors in accordance with the requirements in the EIA Regulations and guidance within DMRB LA 114 Climate.</p>	N/A
498	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>It is noted at paragraph 14.4.7 that an area of between 200-300 hectares (ha) of forest would be required to sequester the embodied carbon impacts of the proposed scheme over its design life and that an intervention to sequester the carbon impacts of the proposed scheme is not considered feasible and has not formed part of the green- house gas emissions preliminary assessment. It is further noted that a more detailed assessment will be presented within the Environmental Statement. The County Council wishes to understand how the carbon emissions for the scheme will be accounted for and either offset or sequestered.</p>	<p>The ES (Document Reference 6.2) submitted as part of the DCO application, presents an assessment of land use change and identify, assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.</p> <p>The updated assessment is presented as ES Chapter 14 Climate (Document Reference 6.2).</p>	N/A
499	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>Whilst the National Highways' commitment to achieve construction and maintenance 'net zero' emissions by 2040 is welcome, it is noted that this date is well after the A358 project will have been completed. The County Council will therefore wish to engage with National Highways in seeking to reduce green-house gas emissions associated with construction of the dual carriageway by informing the design in the way set out in paragraph 14.8.4 of the Climate chapter:</p>	<p>National Highways is committed to reducing carbon emissions during construction and maintenance before 2040 and has considered carbon throughout the stages of the scheme. ES Chapter 14 Climate (Document Reference 6.2) sets out the mitigation measures proposed to avoid, reduce or remediate impacts during the scheme construction.</p>	N/A

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			<ul style="list-style-type: none"> <li>• Avoid/prevent – maximise the potential for re-using and/or refurbishing existing assets to reduce the extent of new construction required, and/or explore alternative lower carbon options to deliver the proposed scheme objectives.</li> <li>• Reduce – low carbon and/or reduced resource consumption solutions (including technologies, materials and products) to minimise resource consumption during the construction, operation, and at end of life.</li> <li>• Remediate – measures to further reduce carbon through on or off-site offsetting or sequestration.</li> </ul>		
500	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>It is noted that the assessment states at paragraph 14.9.13 that the “proposed scheme is estimated to contribute approximately 0.004% of the 4th carbon budget. Operation of the proposed scheme is estimated to contribute approximately 0.007% of the 5th carbon budget and 0.014% of the 6th carbon budget”. These figures should not, however, be viewed in isolation and consideration should be given to the overall impact to both local and national carbon emissions. Added to this, in relation to Table 14-18 at paragraph 14.9.12, it is noted that the operation of the scheme will bring an additional 265,000 tCO<sub>2</sub>e from opening to 2037, but it is unclear if this takes into account that extent to which the additional network capacity will result in additional emissions across the wider local highway network in Somerset.</p>	<p>ES Chapter 14 Climate (Document Reference 6.2) has been undertaken in accordance with DMRB LA114 Climate. The assessment has been undertaken using data from the traffic model for the scheme which takes into account the local highway network in Somerset. Details of the methodology and results of the traffic modelling is reported in more detail in the ComMA Report (Document Reference 7.4) submitted within the DCO application.</p> <p>Emissions from construction and operation have been quantified in ES Chapter 14 Climate (Document Reference 6.2) 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>	N/A
501	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 14, Climate</p> <p>In relation to construction emissions, it is noted at paragraph 14.9.14 that further information will become available and incorporated in the Environmental Statement that will likely lead to an increase. It would have perhaps been helpful if a more realistic estimate or even over-estimate of construction emissions had been considered within the PEIR.</p>	<p>The emissions identified for the construction period were based on the best information available at PEI Report consultation. These have been updated within the ES Chapter 14 Climate (Document Reference 6.2).</p>	N/A
502	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 15, Assessment of Cumulative Effects</p> <p>With regard to Table 15-8 and the shortlist of projects to be used for the CEA, further consideration should be given to the inclusion of sites for which the submission of planning applications are imminent. In this respect, it is noted that a planning application in respect of the Monkton Heathfield Phase 2 development is expected to be submitted shortly.</p>	<p>The Monkton Heathfield 2 development has been included in ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).</p>	N/A
503	Somerset County Council		<p>Preliminary Environmental Issues Report (PEIR) Review - Chapter 15, Assessment of Cumulative Effects</p> <p>SCC acknowledge that (Para.15.7.2) that full Cumulative Impacts and Combined Effects Assessments have not been undertaken as the proposed scheme environmental assessments are still being undertaken. However, the methodology as set out in Chapter 15 is an accepted method to assess cumulative impacts of major infrastructure projects. SCC will continue to work collaboratively with the National Highways Project Team as further information and assessments become available, to inform the Environmental Statement.</p>	<p>National Highways acknowledge support for the methodology for the assessment of cumulative effects and continue to engage with Somerset Council throughout the development of the scheme. The assessment has been updated and is presented as ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).</p>	N/A

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504	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 15, Assessment of Cumulative Effects  SCC acknowledge (Para. 15.7.3) that the CEA will identify any significant cumulative or combined effects which would result in any new or different significant effects to those identified in each environmental factor chapter of the ES. It will also identify any requirement for mitigation measures further to those set out in the individual environmental factor chapters and EMP. SCC consider it important that both potentially significant effects and resulting mitigation activities/actions are considered holistically and that these are clearly investigated with local stakeholders, including SCC, SWT and SSSC.	National Highways acknowledges comments raised in relation to cumulative effects and continue to engage with Somerset Council throughout the development of the scheme. The assessment has been updated and is presented as ES Chapter 15 Assessment of cumulative effects (Document Reference 6.2).	N/A
505	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 16, Summary  Paragraph 16.1.1 – SCC acknowledge that a scheme of this scale and in this location mean that several different aspects of the environment would potentially be affected during both the construction and operational phases (Para. 16.1.2).	National Highways acknowledges the comment made.	N/A
506	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 16, Summary  Paragraph 16.1.5 notes that the ongoing Environmental Impact Assessment (EIA) will consider these effects and assess their significance, taking into account proposed mitigation measures and that this will be presented in the Environmental Statement (ES) prepared to accompany the Development Consent Order (DCO) application. SCC will continue to work positively and collaboratively with National Highways to understand potential impacts and agree necessary mitigation measures through existing Project Governance arrangements.	National Highways welcomes support from Somerset Council and continue to engage through meetings and working groups as detailed in the Statement of Commonality (Document Reference 7.3).	N/A
507	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 17, Abbreviations  No comments or suggested additions.	National Highways acknowledges the comment made.	N/A
508	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 18, Glossary  Table 18-1 A definition of a 'heritage asset' is provided, whereas the term 'heritage resource' is used throughout the PEIR. Either term is accepted.	A description is provided in ES Chapter 17 Glossary (Document Reference 6.2).	N/A
509	Somerset County Council		Preliminary Environmental Issues Report (PEIR) Review - Chapter 18, Glossary  Descriptions of a 'non-designated heritage asset/resource', the 'local heritage list' and a 'local heritage list candidate' are required.		N/A
510	Somerset County Council	Appendix 1 - Scheme Description	Scheme Description  The scheme would provide 8.5 miles (13.6km) of new, rural all-purpose dual carriageway for the A358. The new dual carriageway would connect the existing A303 at Southfields Roundabout near Ilminster and with	National Highways acknowledges reference to the scheme description, the scope of Somerset County Council's review and response provided at statutory consultation.	N/A

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			<p>junction 25 of the M5 at Taunton. The new dual carriageway would be completed in-line with current trunk road design standards.</p> <p>This report considers a second version of the layout following consultation with the parish councils affected by the scheme. There are no responses to the previous report, sa-6-0081-002-1, due to short timescales. Therefore, the following comments and observations are based on the incoming drawings and the additional information provided.</p>		
511	Somerset County Council	Appendix 1 - Strategic Decisions	<p>Strategic Decisions</p> <p>The A358 Taunton to Southfields Scheme is part of a programme of improvements planned along the A303/A358 corridor aimed at improving connectivity between London, the south-east and the south-west. The A303, alongside the A30, forms part of the strategic road network (SRN) and together with the A358, provides the link between London, the south-east and the south-west.</p> <p>The programme of improvements, as set out in the Government's Road Investment Strategy made a commitment to, "...upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303, as part of a long-term commitment to creating a new Expressway to the South-West".</p> <p>Funding for delivery of the scheme has been confirmed within the second Road Investment Strategy (RIS2), which covers the period between 2020 and 2025 which was published on the 11th March 2020.</p> <p>The announcement of the preferred route alignment (PRA) was made in June 2019:</p> <p><a href="https://highwaysengland.citizenspace.com/he/taunton-to-southfields-duallingscheme/results/a358_taunton-southfields_brochure_final_digital_19.06.19.pdf">https://highwaysengland.citizenspace.com/he/taunton-to-southfields-duallingscheme/results/a358_taunton-southfields_brochure_final_digital_19.06.19.pdf</a></p>	National Highways acknowledges reference to the wider strategic improvements to the A303/A358 corridor, as set out in Somerset County Council's consultation response.	N/A
512	Somerset County Council	Appendix 1 - Scheme objectives	<p>Scheme objectives</p> <p>The project objective is to create a dual carriageway link from the M5 at Taunton to the A303, incorporating upgraded stretches of the existing road into the strategic road network, where appropriate, which would address the traffic issues and long delays currently experienced along the route and the negative impact this has on the southwest economy.</p> <p>The Road Investment Strategy outlines an overall ambition to improve connectivity between the southeast and southwest.</p> <p>In order to deliver this ambition, the following scheme objectives have been set:</p> <ul style="list-style-type: none"> <li>- Support economic growth: facilitate growth in jobs and housing by providing a free-flowing and reliable connection between the southeast and the southwest</li> <li>- Resilience: to improve journey time reliability and resilience, and provide extra capacity to make it easier to manage traffic when incidents occur</li> </ul>	National Highways acknowledges reference to the scheme objectives set out in Somerset County Council's consultation response.	N/A

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			<ul style="list-style-type: none"> <li>- Connectivity: to improve the connectivity of the southwest to the rest of the UK and improve business and growth prospects</li> <li>- Local communities: to reduce community severance and promote opportunities for improving their quality of life</li> <li>- Safety: to improve safety for all, including pedestrians, cyclists and other nonmotorized users</li> <li>- Environment: to avoid unacceptable impacts on the surrounding landscape, natural historic environment while exploring opportunities for enhancement</li> <li>- Capacity: to reduce delays and queues that occur during peak hours and at seasonal times of the year</li> </ul>		
513	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It is also noted that the horizontal alignment of the carriageway has been altered and the bridge structure is offset to the southwest. This appears to result in a short length of service road for the properties 'Vermont', 'Wayside' and 'The Nook' on the northern side of the mainline cutting. There is some concern about the tie-in of the southern side junction radius of the service road (approx. ch50) due to potential level differences.	The arrangement proposed at statutory consultation was further modified for supplementary consultation and included a revised alignment of Stoke Road and improvement of the tie-in to the service road for the existing properties.	Yes
514	Somerset County Council	Appendix 1 - Design Standards	<p>Design Standards</p> <p>The Technical Note provided by Highways England states that they are currently developing a technical note outlining the stage 3 local roads strategy. This note will be submitted to Somerset County Council as the second submission of the Alignment focus group. At the time of writing this report no additional Technical Note has been provided.</p>	During the course of preliminary design, National Highways has developed a more appropriate approach to local road design standards in conjunction with Somerset Council through a Local Roads Strategy document. This was submitted to Somerset Council and follow up meetings have been held to review and agree the proposals.	Yes
515	Somerset County Council	Appendix 1 - Bath House Farm Link	Details of the Entry Path Radius and deflection will be required to show compliance with CD 116 3.26.	The Entry Path Radius was measured as 54m which complies with CD 116 paragraph 3.26	N/A
516	Somerset County Council	Appendix 1 - Design Standards	<p>Design Standards</p> <p>The design of any scheme shall be in accordance with the relevant national design standards recognised by the highway authority as applicable for the road classification and traffic volumes, etc. Any safety implications associated with design shall be fully considered against the objectives set out in GG119 Road Safety Audit.</p>	National Highways has undertaken the preliminary design of the scheme in accordance with relevant design standards and in discussion with Somerset Council. The preliminary design has also been subject to a Stage 1 Road Safety Audit in accordance with DMRB GG119.	N/A
517	Somerset County Council	Appendix 1 - Design Speed	<p>Design Speed</p> <p>The mainline A358 is proposed to be a dual carriageway. It will be subject to the national speed limit, with a design speed of 120kph in accordance with Figure 1 of TD 9/93. It is proposed that slip roads have a design speed of 70 kph as per Table 4/1 of TD 22/06. Design speeds for local roads would be subject to agreement with the local highway authority.</p>	National Highways acknowledges the comment. Design speeds for local roads have been agreed with Somerset Council as per the Statement of Common Ground with Somerset Council (Document Reference 7.3).	N/A
518	Somerset County Council	Appendix 1 - Traffic Information and Transport Assessment (TA)	<p>Traffic Information and Transport Assessment (TA)</p> <p>The suitability of the proposed layout in respect to envisaged flows and turning movements will need to be established through relevant modelling to prove the layout</p>	National Highways has undertaken operational modelling of all key junctions along the scheme. These show that all junctions will operate within their practical capacity.	N/A



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			has adequate capacity. The proposals will be assessed not only in terms of effect on vehicles, but also on the wider impact/integration of the development on pedestrians, cyclists, equestrians and passenger transport facilities.		
519	Somerset County Council	Appendix 1 - Design Standards	Design Standards It is also noted from one of the Parish Council responses that the mainline carriageway is to be designed to GD300 Requirements for new and upgraded all-purpose trunk roads (expressways). The design team should clarify the latest design standards being used.	The design of the mainline carriageway is undertaken in accordance with a suite of design standards that form part of the DMRB. GD 300 is one of a number of different standards within DMRB that have been used.	N/A
520	Somerset County Council	Appendix 1 - Bickenhall Lane	180m and 300m radii are proposed along with transitions which would be acceptable.	National Highways acknowledges the comments made.	N/A
521	Somerset County Council	Appendix 1 - Visibility	The envelope of visibility for non-motorised users should comply with the requirements of CD143.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent. If site constraints prevent this in specific locations, a departure from standard may be required in accordance with established processes.	N/A
522	Somerset County Council	Appendix 1 - Visibility	The designer should check all visibility splays in the vertical plane to ensure the views in the horizontal plane are not compromised.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent. If site constraints prevent this in specific locations, a departure from standard may be required in accordance with established processes.	N/A
523	Somerset County Council	Appendix 1 - Village Road	Gradients of 0.17% and 0.79% have been proposed and although they may be in keeping with the existing gradients, ideally a minimum 1% gradient should be provided for drainage purposes. The 3.39%, 4.67% and 1.39% would be acceptable. The sag curve K-values of 30 and 20 would be acceptable as would the crest curve K-values of 100 and 40.	National Highways acknowledges the request for minimum 1% gradients and this can be reviewed for detailed design, subject to successful DCO consent.	N/A
524	Somerset County Council	Appendix 1 - New and existing structures	Clarification is also required about the ownership of all structures, old and new, either affected by the scheme or provided to deliver the scheme.	As a general expectation, National Highways would be responsible for the ownership and maintenance of the new/upgraded A358 and connecting junction slip roads and the assets that form part of this, whilst Somerset Council would be responsible for the ownership and maintenance of the local road network and the assets that form part of this. Further details will be clarified during detail design and National Highways will continue ongoing engagement with Somerset Council regarding ownership and maintenance limits of the highway network and associated assets.	N/A
525	Somerset County Council	Appendix 1 - Drainage	All matters relating to drainage will be covered as part of a separate submission.	National Highways has continued to engage with the Somerset Council drainage team.	N/A
526	Somerset County Council	Appendix 1 - Village Link Road	A Road Restraint Risk Assessment should also be provided given the proximity of the old A358 with the new mainline A358 dual carriageway.	National Highways acknowledges this comment.	N/A
527	Somerset County Council	Appendix 1 - Visibility	No visibility splays have been plotted at this time. Drawings will be required indicating all visibility splays for all users as this will help to determine the extents of the red line plan.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and the scheme boundary accommodates	N/A

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				these. Details will be refined and finalised during detailed design, subject to successful DCO consent.	
528	Somerset County Council	Appendix 1 - Ash Road	Adverse camber should be eliminated.	The design was changed at supplementary consultation, and it is no longer proposed for Ash Road to tie into the southern roundabout at Mattock's Tree Green junction.	Yes
529	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It is also noted that there are a number of horizontal radii proposed. Ideally the minimum radius should be 90m.	The alignment of Stoke Road was further modified for supplementary consultation and all proposed radii in the horizontal alignment are greater than 90m.	Yes
530	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It is also noted that there is a section near Thornwater Farm that has been highlighted and within the red line boundary. Please provide further details of the proposed works in this area.	A footway is proposed within the existing verge at this location to provide an alternative route to footpaths that would be stopped up.	N/A
531	Somerset County Council	Appendix 1 - Ash Road	Gradients, sag curves and crest curves are considered acceptable.	The design was changed at supplementary consultation, and it is no longer proposed for Ash Road to tie into the southern roundabout at Mattock's Tree Green junction.	Yes
532	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	Please confirm the design speed. The assumption is 50/60kph which would be acceptable.	A proposed design speed of 60kph has been assumed.	N/A
533	Somerset County Council	Appendix 1 - Affected Local Roads	Affected Local Roads Existing local roads as identified by the design team that are affected by the scheme and associated Stage 2 proposals are listed in the following table.	National Highways acknowledges the comment which included a large table of existing roads affected by the scheme, but that table is not reproduced here.	N/A
534	Somerset County Council	Appendix 1 - Carriageway Separation	It would appear that there are sections of the proposed new A358 and associated earthworks that will impact on the old A358. Consideration will need to be given to the provision of road restraint systems and fencing as they could also be a problem for the pavement foundation.	National Highways has taken into account the provision of road restraint systems and fencing.	N/A
535	Somerset County Council	Appendix 1 - Village Link Road	It is noted that this section of the of the A358 will be retained and tie into Village Road. The existing A358 is a wide single carriageway with 2 lanes north and a single lane south separated with a double white line. The overall width should be reduced but include dedicated cycle lanes (as identified on drawing HE551508-ARP-ENM-DR-CH-000002 Rev P01.01) which will help with separation between the old A358 and the new mainline carriageway.	The intention is to re-use parts of the existing A358 carriageway that will become redundant as cycle lanes, within existing carriageway widths, between the A378 and the Village Road link (north).	N/A
536	Somerset County Council	Appendix 1 - New and existing structures	It is noted that there are a number of proposed new structures throughout the scheme that are not directly related to the dualling of the A358. It is recommended that the Somerset County Council structures team are consulted at an early stage to identify all existing structures that might be affected as well as those new ones that are proposed.	National Highways has liaised with Somerset Council to identify existing and proposed structures required as part of the scheme	N/A
537	Somerset County Council	Appendix 1 - Road signs and markings	It is also recommended that the Somerset County Council traffic management team are consulted as the proposals may have an impact on existing weight and height restrictions that might be in effect.	National Highways acknowledges this comment.  Existing signage to remain, be removed or redesigned have been identified as part of the traffic sign strategy. No new weight or height restrictions have been added or identified at this stage. An existing weight restriction on the A378 Langport Road has been identified and included in the current signage strategy and shown on proposed Advance Direction Signs at Mattock's Tree Green junction. The appropriateness of the weight restriction positioning on the route will be further investigated at detailed design	N/A

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538	Somerset County Council	Appendix 1 - Bickenhall Lane	In a further note from Beercrocombe Parish Council on June 23rd 2021 they note a specific design issue with the Bickenhall Lane and that it will funnel traffic in to the centre of Hatch Beauchamp increasing the risk of accidents within the village.  Whilst Bickenhall Lane itself is quite narrow, Village Road is of a much higher standard. A check on the collision database did not reveal any collisions in the area. There was one collision at the junction of Griffin Lane to the north, but this was due to adverse weather conditions.  It is recommended that traffic calming measures are provided within the village if required to overcome those concerns and that the Minor Improvements team are consulted to see if there are any proposals independent of the A358 dualling project.	Following supplementary consultation, the design was changed, and it is no longer proposed for Bickenhall Lane and the overbridge over the A358 to be open to public vehicular traffic	Yes
539	Somerset County Council	Appendix 1 - Greenway Lane	The section of carriageway on the northern side should be grubbed out as it no longer serves any purpose.	The section of Greenway Lane to the north of the new A358 is required to be maintained as a public highway as there is existing statutory undertakers utilities along this road.	No
540	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	Details will be required for the width of the structure. It is likely that two traffic will be required alongside suitable provision for non-motorised users  identified on drawing HE551508-ARP-ENM-DR-CH-00001 Rev P02.	The minimum carriageway width proposed for the bridge is 6m with a minimum verge width of 1.5m. The carriageway would continue to be shared space for all users as per the existing situation. The minimum verge width would be retained on the structure with parapets suitable for horse-riders.	N/A
541	Somerset County Council	Appendix 1 - Ash Road	There are some concerns over the tie-in of the northern side junction radius to the 'old' Ash Road (approx. ch.175) due to the potential level difference.	The design was changed at supplementary consultation, and it is no longer proposed for Ash Road to tie into the southern roundabout at Mattock's Tree Green junction	Yes
542	Somerset County Council	Appendix 1 - Bath House Farm Link	However, it would appear from the drawing that the original proposal for a link to West Hatch Lane is still shown and there are no details for the existing A358. Please confirm if the link is still to be provided and what works will be carried out to the old A358 at this location.	West Hatch Lane has been extended and now provides a connecting link to Huish Woods Lane, which in turn provides a connection through to Mattock's Tree Green junction via the Scout Camp link. The alignment of the West Hatch Lane extension reuses part of the old A358 carriageway.	Yes
543	Somerset County Council	Appendix 1 - Ash Road	Please confirm the design speed. The road is derestricted although speeds are likely to be much lower due to the characteristics of the existing road. The assumption is 50/60kph which would be acceptable.	The design was changed at supplementary consultation, and it is no longer proposed for Ash Road to tie into the southern roundabout at Mattock's Tree Green junction. The proposed design now includes a link between Ash Road and the Scout Camp link and the proposed design speed for this is 60kph, which is considered in-keeping with the existing rural surroundings.	Yes
544	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	Adverse camber should be eliminated.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent.	N/A
545	Somerset County Council	Appendix 1 - Route resilience	Consideration should be given to diversionary routes in the event of the new A358 dual carriageway being closed.	The increased capacity provided by the scheme would mean that the A358 could operate with one lane closed in the event of an accident or breakdown, thus reducing the need for local diversions or closures, as would be the case with the existing single carriageway route. Any significant and planned road closures requiring strategic diversions would be planned in advance and agreed with Somerset Council as the local highway authority and would utilise other A roads on both the strategic and local road network.	N/A
546	Somerset County Council	Appendix 1 - Ash Road	Details of the Entry Path Radius and deflection will be required to show compliance with CD 116 3.26.	The design was changed at supplementary consultation, and it is no longer proposed for Ash Road to tie into the southern roundabout at Mattock's Tree Green junction	Yes

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547	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	The current layout for the western arm of the northern roundabout appears to show it tie back into the dual carriageway of the existing A358. Further discussions will be required with regards to the retention of the dual carriageway as a result of these proposals.	National Highways agree with the comment and further discussions will be held with Somerset Council in regard to this layout and the proposed repurposing of the existing A358 eastbound dual carriageway (south of Henlade) into a cycleway.	Yes
548	Somerset County Council	Appendix 1 - Staple Fitzpaine Road	It is noted from the revised drawings that the overbridge is to be shifted away from a number of properties and that this has been welcomed by the Beercrocombe Parish Council 23rd June comments. Further detail will be required to show how the remaining section joins the realigned road.	National Highways acknowledges the comment made.	N/A
549	Somerset County Council	Appendix 1 - Non Motorised User Provision	Footways, cycleways and equestrian infrastructure should comply with CD 143 Designing for Walking, Cycling and Horse-riding.	National Highways acknowledges this comment, and DMRB CD 195 Designing for cycle traffic has also been considered in respect of the design of this infrastructure.	N/A
550	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It is noted that there are a number of proposed maintenance accesses to attenuation basins served from the existing A358 dual carriageway section.  Further discussions are required regarding the future use of this section of dual carriageway and whether only one carriageway is retained limiting the future maintenance liability for the county.	The scheme would retain this section of the existing A358 to maintain connections to local villages such as Henlade and Thornfalcon, and can be accessed via the existing M5 junction 25 and Nexus 25 junction, as well as the proposed Mattock's Tree Green junction.  National Highways has worked through details in the Technical Working Groups to reach an agreed position with Somerset Council about how the existing A358 would be retained as a local road including the reallocation of the current eastbound carriageway to cycle travel.	Yes
551	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction Overbridge	Details of the Entry Path Radius and deflection will be required to show compliance with CD 116 3.26.	Entry Path Radius was measured as 62m (Northbound) and 90m (Southbound) which comply with CD 116 paragraph 3.26	N/A
552	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	On the A378 Langport Link gradients of 3.01% and Sag Curves with K-value of 20 are acceptable but the sag curve K-value of 4 and crest curve K-value of 3 are too small to be considered acceptable.	The K values of 4 (sag) & 3 (crest) replicates the existing carriageway levels of the A358 - these have been replaced with a gradient on the approach to the roundabout.	Yes
553	Somerset County Council	Appendix 1 - Existing services	It is unclear from the submitted drawings whether the proposed works impact upon any existing services and utility apparatus. If any services are to be diverted, lowered or protected as a result of the works the works themselves will have to meet the requirements of both the relevant statutory undertaker and the highway authority.	While National Highways acknowledges this comment, no detailed information regarding utilities was available at statutory consultation, National Highways have compiled utilities information and spoken to statutory undertakers regarding the impact of the scheme and proposed diversions are shown on the Works Plans (Document Reference 2.3).	N/A
554	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P02	A suggested alternative Page 37	The suggested alternative for footpath T 22/7 is included in the application scheme.	Yes
555	Somerset County Council	Appendix 1 - Environmental Constraints	No details have been provided at this time about any environmental constraints that may affect the works to both the dualling of the A358 and the surrounding highway network.	Drawings were made available as part of the Preliminary Environmental Information (PEI) Report for statutory consultation. Environmental Features are shown on the DCO Application Plans (Document Reference 2.7 - 2.11).	N/A

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556	Somerset County Council	Appendix 1 - Connection to April Cottage	40m and 350m radii are proposed which would be acceptable.	National Highways welcomes support for the proposed geometry.	N/A
557	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	Gradients, sag curves and crest curves are considered acceptable provided it affords at least the same as the existing provision.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent.	N/A
558	Somerset County Council	Appendix 1 - Village Link Road	Removal of the adverse camber on the curves should be applied.	National Highways agrees with this statement and the design as presented at statutory consultation includes the appropriate elimination of adverse camber in compliance with CD 109 table 2.10	N/A
559	Somerset County Council	Appendix 1 - Greenway Lane	If Greenway Lane is to be stopped up, a suitable turning head will be required to the southern side to cater for refuse vehicles. This may require additional land take.	In the proposed design for supplementary consultation, a suitably sized turning head to cater for refuse vehicles was included at the end of Greenway Lane to the south of the new A358.	Yes
560	Somerset County Council	Appendix 1 - Bath House Farm Link	Huish Woods Lane is a private road not maintained by the local highway authority. It is noted that a new road will be constructed providing access to the Progressive School and Nightingale Farm Units along with a number of businesses close by and the Huish Woods Scout Camp from the new southern roundabout which is likely to be an acceptable alternative.	National Highways acknowledges and welcomes support for the scheme.	N/A
561	Somerset County Council	Appendix 1 - Bath House Farm Link	Removal of the adverse camber on the 127m radius curve should be applied.	Superelevation will be applied at the next design stage to a maximum of 2.5% to remove adverse camber for local roads with a design speed of lower than 60kph.	N/A
562	Somerset County Council	Appendix 1 - Bath House Farm Link	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	A proposed design speed of 60kph has been assumed for the new link to Scout Camp/Somerset Progressive School.	N/A
563	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	Details of the Entry Path Radius and deflection will be required to show compliance with CD 116 3.26.	Entry Path Radius measured as 72m which complies with CD 116 paragraph 3.26	N/A
564	Somerset County Council	Appendix 1 - Village Link Road	Gradients of 6.26%, 2.14%, 1.07% and 1.60% would be acceptable. The sag curve K-values of 20 would be acceptable as would the crest curve K-value of 30.	National Highways acknowledges the comment on acceptable gradients and K-values.	N/A
565	Somerset County Council	Appendix 1 - West Hatch Lane	The last property along this section is Vincents Farm. A turning head should be provided just beyond the Farm and the remaining section of carriageway grubbed out and returned to rural land.	Following statutory consultation, National Highways changed the scheme design in this location and an extension to West Hatch Lane is proposed which connects Mattock's Tree Green junction via Huish Woods Lane and the Scout Camp link; a turning head is therefore not necessary.	Yes
566	Somerset County Council	Appendix 1 - West Hatch Lane	West Hatch Lane to the south east is to be stopped up which may have an adverse effect on local traffic requiring access to West Hatch and the surrounding settlements such as Thurlbear and the primary school. Alternative routes include Griffin Lane, but this lane is narrow (approximately 3m) and is used frequently by pedestrians, cyclists and equestrians as a Quiet Lane. Further information is required regarding alternative routes for those settlements in and around West Hatch.	It is expected that local traffic in these areas would use the new Mattock's Tree Green junction to join the A358, A378 or access Hatch Beauchamp. Alternatively, they could travel further south to the proposed Village Road overbridge, to access Hatch Beauchamp. Further details on the outputs of the traffic modelling on the local road network is provided in the CoMMA Report (Document Reference 7.4).	N/A
567	Somerset County Council	Appendix 1 - Griffin Lane - Underbridge	There are no observations at this time. However, see 3.9 above.	National Highways acknowledges these comments.	N/A

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568	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	It is noted from the revised drawings that the existing signalised junction will now be removed altogether. This will require further discussion and information regarding modelling and traffic flow data to determine the most appropriate junction type at this location. There are concerns about the proximity of the new simple priority junction to the northern roundabout as traffic heading towards Hatch Beauchamp will have to turn right across oncoming traffic immediately after leaving the roundabout.	Following statutory consultation in 2021, National Highways reviewed the configuration of the Mattock's Tree Green junction and proposed an alternative arrangement for supplementary consultation 2022 in which the Village Road link (north) was connected directly into the northern roundabout at Mattock's Tree Green junction. This arrangement eliminates the separate junction with A378 and creates a more direct link to Hatch Beauchamp. This arrangement would improve safety by eliminating several conflicting traffic movements and simplify signposting. A signalized Pegasus type crossing would be provided to provide safer crossing opportunities to walkers, cyclists and horse-riders across the A378.	Yes
569	Somerset County Council	Appendix 1 - Bickenhall Lane	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	Bickenhall Lane is no longer proposed to be open to public vehicular traffic.	N/A
570	Somerset County Council	Appendix 1 - Stewley Lane	Gradients of 0.70%, 0.50% and 0.79% have been proposed and although they may be in keeping with the existing topography, ideally a minimum 1% gradient should be provided for drainage purposes. The 4.00%, 3.50%, 1.67%, 2.30%, 1.07%, 1.50%, 5.80%, 1.85%, 1.53% and 2.36% gradients would be acceptable. The sag curve K-values of 20 and 45 would be acceptable as would the crest curve K-values of 17 and 30.	National Highways acknowledges this and minimum 1% gradients can be reviewed for detailed design, subject to successful DCO consent.	N/A
571	Somerset County Council	Appendix 1 - Bickenhall Lane	Superelevation of 7.0% and 3.5% has been shown as proposed for the 180m and 360m radius curves respectively. It is considered that only the removal of the adverse camber need be applied.	Following supplementary consultation, the design was changed, and it is no longer proposed for Bickenhall Lane and the overbridge over the A358 to be open to public vehicular traffic	Yes
572	Somerset County Council	Appendix 1 - Incoming Documents	Incoming Documents The following drawings have been provided for consideration: Stoke Road – Plan and Profile HSR-OB_2450-DR-CH-000001 P01.01 Mattocks Tree Green [Sheet 1 of 3] HSR-JN_MTG_Z-DR-CH-000001 P01.01 Mattocks Tree Green [Sheet 2 of 3] HSR-JN_MTG_Z-DR-CH-000002 P01.01 Mattocks Tree Green [Sheet 3 of 3] HSR-JN_MTG_Z-DR-CH-000003 P01.01 Village Road Link HSR-LK_MTG_Z-DR-CH-000001 P01.01 Bickenhall Lane Link HSR-LN_BICKEN_Z-DR-CH-000006 P01.01 Village Road [Sheet 1 of 2] HSR-SR_BEAU_Z-DR-CH-000001 P01.01 Village Road [Sheet 2 of 2] HSR-SR_BEAU_Z-DR-CH-000002 P01.01 Stewley Link [Sheet 1] HSR-LK_STEWLEY_Z-DR-CH-000001 P01.01 Stewley Link [Sheet 2] HSR-LK_STEWLEY_Z-DR-CH-000002 P01.01 Ashill Road [Sheet 1] HSR-SR_ASHILL_Z-DR-CH-000001 P01.01 Ashill Road [Sheet 2] HSR-SR_ASHILL_Z-DR-CH-000002 P01.01 Broadway Street Link HSR-SR_BRDWAY_Z-CH-000001 P01.01 Broadway Street Link HSR-SR_BRDWAY_Z-CH-000002 P01.01	National Highways acknowledges reference to the incoming drawings used to inform the consultation response.	N/A

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			<p>General Arrangement Sheet 1 of 9 HGN-DR-CH-000001 P03</p> <p>General Arrangement Sheet 2 of 9 HGN-DR-CH-000002 P03</p> <p>General Arrangement Sheet 3 of 9 HGN-DR-CH-000003 P03</p> <p>General Arrangement Sheet 4 of 9 HGN-DR-CH-000004 P03</p> <p>General Arrangement Sheet 5 of 9 HGN-DR-CH-000005 P03</p> <p>General Arrangement Sheet 6 of 9 HGN-DR-CH-000006 P03</p> <p>General Arrangement Sheet 7 of 9 HGN-DR-CH-000007 P03</p> <p>General Arrangement Sheet 8 of 9 HGN-DR-CH-000008 P03</p> <p>General Arrangement Sheet 9 of 9 HGN-DR-CH-000009 P03</p> <p>WCHAR Strategy [Sheet 1 of 4] ENM-DR-CH-000001 P02</p> <p>WCHAR Strategy [Sheet 2 of 4] ENM-DR-CH-000002 P02</p> <p>WCHAR Strategy [Sheet 3 of 4] ENM-DR-CH-000003 P02</p> <p>WCHAR Strategy [Sheet 4 of 4] ENM-DR-CH-000004 P02</p> <p>The following additional information has also been provided for consideration:</p> <ul style="list-style-type: none"> <li>- Parish Council Proposals - 14th June 2021</li> <li>- Beercrocombe Parish Council Points Arising - 23rd June 2021</li> <li>- A358 Taunton to Southfields - DF2 Update - 25th June 2021</li> <li>- Community Forum Notes - CLF1 - 11th May 2020 - 5.30pm</li> <li>- Community Forum Notes - CLF3 - 12th May 2021 - 5.30pm</li> <li>- Community Forum Notes - CLF4 - 12th May 2021 - 7pm</li> <li>- Community Forum Notes - CLF5 - 13th May 2021 - 12.30pm</li> </ul>		
573	Somerset County Council	Appendix 1 - Bickenhall Lane	Provision of this route is likely to ease traffic flow on the surrounding network and provide an alternative route between West Hatch and Hatch Beauchamp easing concerns about the use of Griffin Lane.	The scheme design has been amended following the feedback received at statutory consultation. Bickenhall Lane overbridge will now be closed to the general public travelling by motorised vehicles but will remain open for local landholders and non-motorised users. While the impact on traffic through Hatch Beauchamp is forecast to have no notable impact even with Bickenhall Lane overbridge open to motorised vehicles, this design change will further reduce the potential for additional traffic passing through Hatch Beauchamp as a result of the scheme.	Yes
574	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	It is noted that the revised eastern arm of the existing signalised junction only ties into the northern side of the existing dual carriageway. Further detail is required regarding the southern carriageway as it is anticipated that it will be grubbed out.	Following statutory consultation in 2021, National Highways reviewed the configuration of the Mattock's Tree Green junction and proposed an alternative arrangement for supplementary consultation 2022 in which the Village Road link (north) was connected directly into the northern roundabout at Mattock's Tree Green junction. This arrangement eliminates the separate junction with the A378 and creates a more direct link to Hatch Beauchamp. This arrangement would improve safety by eliminating several conflicting traffic movements and simplify signposting. A signalized Pegasus type crossing would be provided to provide safer crossing opportunities to walkers, cyclists and horse-riders across the A378.	Yes

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575	Somerset County Council	Appendix 1 - Bickenhall Lane	In designing the overbridge, consideration should be given to its use by cyclists and horse-riders as well as vehicles.	Following statutory consultation, the design was amended for supplementary consultation, and it is no longer proposed for Bickenhall Lane and the overbridge over the A358 to be open to public vehicular traffic	Yes
576	Somerset County Council	Appendix 1 - Road signs and markings	No details have been provided at this time regarding road markings on the old alignment or road signs along the route. A review should be undertaken to identify those signs that are redundant and can be removed as well as those signs required to redirect traffic to local destinations.	A sign strategy has been developed and this has been provided to Somerset Council and agreed for the current stage of design. Further detail will be included as part of future design stages, subject to successful DCO consent.	N/A
577	Somerset County Council	Appendix 1 - Staple Fitzpaine Road	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	National Highways agrees Staple Fitzpaine Road should be derestricted to match the existing roads but with the nature of the proposed alignment and carriageway width the speeds should be much lower. It has been designed to a design speed of 60kph.	N/A
578	Somerset County Council	Appendix 1 - Connection to April Cottage	A gradient of 0.5% has been proposed at the give way line with Ashill Road, and although that may be in keeping with the existing profile, ideally a minimum 1% gradient should be provided for drainage purposes. The gradient of 1.30% would be acceptable. The sag curve k-value of 33 would be acceptable.	National Highways acknowledges this and minimum 1% gradients can be reviewed for detailed design, subject to successful DCO consent.	N/A
579	Somerset County Council	Appendix 1 - Capland Lane and Village Road	Gradients of 3.0% and 1.2% at the give way with Village Road would be acceptable. The sag curve value of 10 would be acceptable.	National Highways acknowledges the values requested.	N/A
580	Somerset County Council	Appendix 1 - Sunny Underpass	It is noted that an underpass is to be provided at Ch10900. No geometric details have been provided at this time. Please provide further details to include widths and head heights.	Dimensions to match existing: height: 3.1m, width 3.4m. Extending the proposed users to include cyclists and horse-riders as well as walkers will be reviewed at detailed design stage, subject to successful DCO consent.	N/A
581	Somerset County Council	Appendix 1 - Village Road	Please confirm the design speed. The road is assumed to be derestricted and the assumption is 100kph although speeds are likely to be lower due to the characteristics of the road between ch.600 and ch.1290 where 50/60kph may be acceptable.	A proposed design speed of 60kph has been assumed for Village Road.	N/A
582	Somerset County Council	Appendix 1 - Broadway Street and Jordans Farm Junction (Cad Road)	Gradients of 0.50% and 0.77% have been proposed and although they may be in keeping with the existing topography, ideally a minimum 1% gradient should be provided for drainage purposes. The 3.00% gradient would be acceptable. The sag curve K-values of 30 would be acceptable as would the crest curve K-values of 30.	National Highways acknowledges this and minimum 1% gradients can be reviewed for detailed design, subject to successful DCO consent.	N/A
583	Somerset County Council	Appendix 1 - Village Road	Removal of the adverse camber on the 90m curves should be applied.	National Highways agrees with the comment, and the design as presented at statutory consultation included the appropriate elimination of adverse camber in compliance with CD 109 table 2.10	N/A
584	Somerset County Council	Appendix 1 - Village Road	The old A358 appears to be quite close to the new alignment between Ch9000 and Ch9300. Drivers who see oncoming headlights during the hours of darkness may become confused leading to night-time collisions at this location. There is also an increased risk of errant vehicles from one carriageway reaching another increasing the potential for head-to-head collisions. Further detail is required for this section showing the separation between the two carriageways. It is recommended that any Road Restraint Risk Assessments associated with the scheme are provided for consideration.	National Highways agrees with the comment, and provision of road restraint system and/or screening will be reviewed for detailed design stage, subject to successful DCO consent.	N/A
585	Somerset County Council	Appendix 1 - Capland Lane and Village Road	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	National Highways agrees Capland Lane and Village Road are to be derestricted to match the existing roads, however this road terminates not too far from Village road and mainly serves to access a small number of properties. It has been designed to a design speed of 60kph.	N/A



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586	Somerset County Council	Appendix 1 - Staple Fitzpaine Road	A 520m radius is proposed which would be acceptable.	National Highways acknowledges this comment.	N/A
587	Somerset County Council	Appendix 1 - Bath House Farm Link	Gradients of 6%, 2.58% and 2% at the roundabout entry would be acceptable.		N/A
588	Somerset County Council	Appendix 1 - High Bridge Underbridge	There are no observations at this time.		N/A
589	Somerset County Council	Appendix 1 - Folly Drove	There are no observations at this time.		N/A
590	Somerset County Council	Appendix 1 - Neroche Farm Road	Road Restraint Risk Assessments should be carried out and consideration given to the proximity of the old A358 with the new mainline, particularly during the hours of darkness where oncoming headlights could be confusing to all drivers.	National highways acknowledge this and screening (barrier and/or hedging) will also be considered at detailed design stage, subject to successful DCO consent.	N/A
591	Somerset County Council	Appendix 1 - Wood Road	There are no observations at this time.	National Highways acknowledges this comment.	N/A
592	Somerset County Council	Appendix 1 - Stewley Lane	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	National Highways agrees Stewley Lane is to be derestricted to match the existing roads but with the nature of the proposed alignment and carriageway width the speeds should be much lower. It has been designed to a design speed of 60kph.	N/A
593	Somerset County Council	Appendix 1 - Capland Lane and Village Road	A 44m radius is proposed which would be acceptable.	National Highways acknowledges the comment.	N/A
594	Somerset County Council	Appendix 1 - Staple Fitzpaine Road	Gradients of 1.75%, 2.00% and 2.5% at the give way with Village Road would be acceptable. The sag curve K-value of 21 would be acceptable as would the crest curve K-value of 10 provided suitable visibility to the give way line is provided.	National Highways acknowledges the comment around visibility at the give way junction.	N/A
595	Somerset County Council	Appendix 1 - Stewley Lane	Superelevation of 7.0% has been shown as proposed for the 90m, 180m and 255m radius curves, and 5.0% for the 360m radius curves. It is considered that only the removal of the adverse camber need be applied.	For highways with a design speed lower than 60kph superelevation or camber will be applied to a maximum of 2.5%. For design speeds greater than 60kph this will be as per DMRB CD109.	N/A
596	Somerset County Council	Appendix 1 - Radigan Lane	Radigan Lane is identified in the table of the Technical Note as a road that will be stopped up. Radigan Lane joins Stewley Lane in the centre of the hamlet known as Stewley. No details have been provided at this time why Radigan Lane might be stopped up. Further information is required.	This was an error. Radigan Lane does not need stopping up.	N/A
597	Somerset County Council	Appendix 1 - Broadway Street and Jordans Farm Junction (Cad Road)	It is noted that some works will be required to the access road leading to Jordans Farm. It is assumed that this section will be a private track and not dedicated to the highway authority for future maintenance.	National Highways understand the reference to Jordans Farm to be in relation to Jordans Courtyard / Monks Yard which is accessed from the Old A358 at Horton Cross. The connecting link between the Old A358 and Broadway Street is proposed to be a combined accommodation access track and restricted byway.	N/A
598	Somerset County Council	Appendix 1 - Park Barn Lane	Suitable and sufficient turning heads will be required on both sides of the carriageway to accommodate service vehicles and delivery vehicles. This may require additional land take.	A turning head is now provided on Park Barn Lane to the south of the A358. To the north of the A358, the alignment of Stewley Link has been brought closer to the A358 and a turning head on Park Barn Lane is not necessary.	Yes

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599	Somerset County Council	Appendix 1 - Ashill Road - Rapps Road Link	There is an existing 40mph speed limit at the tie-ins, although a 50/60kph design speed could be acceptable.	National Highways have designed this road to 60kph design speed. The intention is to extend the 40mph speed limit from the west to Rapps Road at the east, where it would then return to national speed limit.	N/A
600	Somerset County Council	Appendix 1 - Broadway Street and Jordans Farm Junction (Cad Road)	90m and 255m radii are proposed along with transitions which would be acceptable. Forward visibility splays have been shown around the bends, but no details have been provided to assess acceptability.	Verge widening has been proposed to allow for a Forward Visibility of 90m which is Desirable Minimum for a design speed of 60kph, in accordance with CD 109 Table 2.10	N/A
601	Somerset County Council	Appendix 1 - Visibility	A plan should be produced indicating infrastructure and associated land which is the responsibility of Highway England and infrastructure and associated land that will be maintained by Somerset County Council	The Classification of Roads Plans (Document Reference 2.6c) provide details of the proposed roads and ownership between National Highways and Somerset Council.	N/A
602	Somerset County Council	Appendix 1 - Ashill Road - Rapps Road Link	Superelevation of 7.0% has been shown as proposed for the 90m, 180m and 255m radius curves, and 5.0% for the 360m radius curves. It is considered that only the removal of the adverse camber need be applied.	For highways with a design speed lower than 60kph superelevation or camber will be applied to a maximum of 2.5%. For design speeds greater than 60kph this will be as per DMRB CD109.	N/A
603	Somerset County Council	Appendix 1 - Connection to April Cottage	There is an existing 40mph speed limit at the tie-ins, although a 50/60kph design speed could be acceptable.	National Highways propose a design speed of 50kph for this section of road as it only serves two properties.	N/A
604	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	5.4.3 There are a number of applications to modify the Definitive Map in the Rapps area, as follows:  510M: Addition of restricted byway at Copse Lane  511M: Upgrade footpath CH 1/23 to restricted byway  841M: Add a restricted byway over part of Merryfield Lane  849M: Add a restricted byway from Thickthorn Cross to Rapps Farm  The Council is under a duty to investigate such applications and determine them on the evidence submitted and found during the investigation. The outcome does not always align to what the applicant asserts.	National Highways acknowledges the comments made.	N/A
605	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	511M has been investigated and refused. 510M is awaiting referral to the Planning Inspectorate following objections to an order made to add a public footpath over Copse Lane. It is envisaged that the opposed order will be referred to PINS in 2022 for a decision. The timing of this referral and the DCO application may have a bearing on how PINS deal with the opposed modification order. Applications 841M and 849M await investigation. Please note that 849M is parallel to footpath CH 1/21		N/A
606	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-	3 of the 4 applications detailed above also present opportunities to help mitigate the impact of the proposed development. 510M and 511M could be provided as bridleway, thereby providing an NMU link which in places is more direct and more off road than would otherwise be the case.  841M has the potential to provide an arterial link for NMUs to and from Ilton. Ilton is currently poorly served has severance/deterrent issues to the south and the west in the form of the A303 and A358. The addition	510M: more than half the length of Copse Lane is outside the DCO application boundary and adoption cannot be delivered as part of the scheme. The status of Merryfield Lane would not be affected by the scheme.	No

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		ML_A358_Z-DR-CH-000004 P02	of the route of 841M as a bridleway through the DCO process would enable Ilton residents to access an off-road network of paths and quiet lanes which are currently very difficult to reach and would take them off Cad Road and Rapps Road which would be the default alternative. If delivered through the DCO as a bridleway, application 841M will likely persist as restricted byway rights are alleged to exist. It is acknowledged that geographically 841M may appear too far from the development, however the benefit for Ilton residents that have been impacted by increasing traffic flows on both the A358 and A303 will be significant.		
607	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	Again, the Sunny underpass is proposed for walkers, but would equally benefit from being available as a bridleway with the potential for a bridleway link east and south to Ashill, thereby providing better mitigation for the loss of any northern footpath from Ashill with the stopping up of CH 1/2 and CH 1/3, and also providing mitigation for horse riders and cyclists with the stopping up of Park Barn Lane. It is proposed that the underpass link to the Kenny link road, the link to footpath CH 1/1, and CH 1/1 to the south of the dual carriageway are designated as bridleway. Below also features an amended alternative for CH 1/1 to the north of the Kenny link road.	Sunnyside underpass could be used by walkers, cyclists and horse-riders including carriage drivers. The public right of way through the underpass from Ashill Road to Stewley link would be a restricted byway, including partial reclassification of footpath CH 1/1 on the southern side of the scheme. CH 1/1 on the northern side would be diverted to run alongside the field boundary to reduce road walking on Stewley link.	N/A
608	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P02	Extension of the point made in 5.1.5 above to repurpose the full extent of the existing dual carriageway (Page 39) Provision for NMUs at the junction with the A378 Langport Road will be essential.	A Pegasus crossing at the A378 Langport Road would cater for all users on the restricted byway that would run along the redundant A358 carriageway.	N/A
609	Somerset County Council	Appendix 1 - Ashill Road - Rapps Road Link	A gradient of 0.6% has been proposed and although that may be in keeping with the existing profile, ideally a minimum 1% gradient should be provided for drainage purposes. The 2.50%, 1.40%, 2.00%, 6.00% and 1.05% would be acceptable. The sag curve K-values of 30, 13, 20 and 25 would be acceptable as would the crest curve K-values of 17 and 65.	National Highways acknowledges this and minimum 1% gradients can be reviewed for detailed design, subject to successful DCO consent.	N/A
610	Somerset County Council	Appendix 1 - Bickenhall Lane	It is noted that the mainline construction will result in the loss of a Waste Transfer Station near the junction of Bickenhall Lane to the east. Please confirm what provision will be made to replace this facility.	The loss of the Bickenhall Lane Waste Transfer Station is unavoidable due to the widening of the A358 to the east of existing and the stopping up of Bickenhall Lane with the A358. National Highways is continuing to liaise with Somerset Council regarding future arrangements.	N/A
611	Somerset County Council	Appendix 1 - Broadway Street and Jordans Farm Junction (Cad Road)	Please confirm the design speed. The road is assumed to be derestricted although speeds are likely to be much lower due to the characteristics of the road and surrounding area. The assumption is 50/60kph which would be acceptable.	National Highways agree the road is to be derestricted to match the existing roads but with the nature of the proposed alignment and carriageway width the speeds should be much lower. It has been designed to a design speed of 60kph.	N/A
612	Somerset County Council	Appendix 1 - Stewley Lane	90m, 360m, 255m and 180m radii are proposed along with transitions which would be acceptable. Forward visibility splays have been shown around the bends, but no details have been provided to assess acceptability.	Verge widening has been proposed to allow for a forward visibility of 90m which is desirable minimum for a design speed of 60kph, in accordance with CD 109 Table 2.10.	N/A

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613	Somerset County Council	Appendix 1 - Bickenhall Lane	Gradients of 0.65%, 1.76.%, 4% and 0.53% would be acceptable.	Following statutory consultation, the design was amended for supplementary consultation and it is no longer proposed for Bickenhall Lane and the overbridge over the A358 to be open to public vehicular traffic.	Yes
614	Somerset County Council	Appendix 1 - Broadway Street and Jordans Farm Junction (Cad Road)	Superelevation of 7.0% has been shown as proposed for the 90m and 255m radius curves. It is considered that only the removal of the adverse camber need be applied.	For highways with a design speed lower than 60kph superelevation or camber will be applied to a maximum of 2.5%. For design speeds greater than 60kph this will be as per DMRB CD109.	N/A
615	Somerset County Council	Appendix 1 - Swept path analysis	No swept path analysis has been provided at this time. Swept path drawings should be provided based on the largest FTA Design Vehicle expected to use the junctions at a scale of 1:200. Where any of the routes are known to be regularly used by abnormal loads, drawings should also be produced for that load.	National Highways acknowledges the request for swept path drawings.  Swept path analysis has been undertaken for the most onerous vehicle to potentially use a named route. This ranges between an FTA 16.5m articulated lorry, refuse truck (in the case of turning heads for newly created cul-de-sacs) and a tractor with articulated trailer for farm accommodation routes.	N/A
616	Somerset County Council	Appendix 1 - Fencing and Road restraint system	Limited details have been provided at this time for boundary fencing or road restraint systems that are likely to be required to deliver the scheme. Care must be taken to ensure that any fencing or road restraint system, old or new, does not impact on visibility splays.	National Highways acknowledges this comment.	N/A
617	Somerset County Council	Appendix 1 - Carriageway Separation	There may also be issues with the parallel alignment and proximity of the old A358 with the new A358 particularly during the hours of darkness and this may require the introduction of anti-dazzle fencing.	National Highways acknowledges this, and screening / hedging will be considered in these areas.	N/A
618	Somerset County Council	Appendix 1 - Swept path analysis	The contact details for the Abnormal Load Routes team are as follows:  Traffic Management Unit, Police Headquarters, PO Box BS37, Valley Road Portishead, Bristol, BS20 8QJ	National Highways acknowledges the information provided.	N/A
619	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	From an accessibility point of view it would make more sense for the diversion of footpath CH 1/5 to be routed in the verge of the off slip to avoid the need for a steep gradient or steps assuming this is permitted under the applicable standards for off-slips.	The footpath CH 1/5 diversion is realigned up the embankment to provide an appropriate gradient of 1:20.	N/A
620	Somerset County Council	Appendix 1 - Field Access	There are a number of field accesses along the existing A358. No details have been provided at this time for alternative arrangements.	Discussions are ongoing with landowners about alternative access arrangements and these are shown on the Rights of Way and Access Plans (Document Reference 2.4).	N/A
621	Somerset County Council	Appendix 1 - Highway lighting	No details have been provided at this time for any highway lighting requirements. Locations such as Mattock's Tree Hill are likely to require additional lighting. Risk Assessments should also be provided for any underbridges that may also require lighting.	National Highways acknowledge the comment made and the lighting strategy has considered that only the immediate approaches to the Nexus 25 signalised junction and Southfields roundabout will require lighting. Modifications to existing lighting on local roads will also be required where the scheme proposals affect these, for example at Stoke Road. A summary of the lighting design is presented in ES Chapter 2 The project (Document Reference 6.2).	N/A
622	Somerset County Council	Appendix 1 - Landscaping	The design of landscaping within the highway limits shall be carried out in consultation with appropriate specialists. Somerset County Council will consider that maintenance implications and where the responsibility for maintenance is passed to a third party, maintenance standards must be	National Highways acknowledges this comment and our environmental team, including landscaping, has also been liaising with Somerset Council.	N/A

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			agreed. The enhancement of the standard of planting through the use of floral displays and shrubbery must be through agreement with the highway authority and must in no way compromise visibility or safety.		
623	Somerset County Council	Appendix 1 - Five Head River Underbridge (NMU Crossing)	No details have been provided at this time for the underbridge. Please provide further details for widths and head heights. It is assumed that this route would accommodate ridden horses, cyclists and pedestrians. It is recommended that the Public Rights of Way team are consulted.	Headroom over existing access will be maintained at minimum 2.3m, clear width (to handrail) to be maintained at 2.9m. This is constrained by the existing bridge under the existing A358.  The current proposals are to provide the underbridge as a connection for walkers only, due to insufficient headroom and existing drainage/flooding issues. Bickenhall Lane overbridge would provide a more suitable crossing point for cyclists and horse-riders, including for access to the Neroche Herepath. The Public Rights of Way team at Somerset Council has been consulted and discussions will be ongoing.	N/A
624	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It looks as though a service road is to be provided to give maintenance access to a number of attenuation basins along the northern side of the new A358. The junction of the service road is off Stoke Road and is shown to be at an acute angle making it difficult to look right when pulling out on to Stoke Road. The last section of the access road should be straightened up forming a 90 degree angle.	The alignment of the track has been positioned to minimise landtake in this field by following field boundaries as closely as possible. The access track will connect to Stoke Road at 90 degrees and this has been considered at the preliminary design stage but will be refined and finalised during detailed design, subject to successful DCO consent.	Yes
625	Somerset County Council	Appendix 1 - Existing services	The designer must comply with the requirements of 'Code of Practice' measures necessary where apparatus is affected by major works (diversionary works) under section 84 NRSWA 1991.	National Highways acknowledges this comment	N/A
626	Somerset County Council	Appendix 1 - Existing services	Please provide drawings at the detailed design stage showing the location and depth of all public and private services affected by the works. Experience has shown that if the obligation is put upon the contractor to locate the services, this leaves insufficient time to carry out any required design amendments, or service alterations. As a consequence, no works will be able to commence until such time as the highway authority are satisfied that all necessary utility works have been secured.		N/A
627	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P02	A suggested alternative for the diversion of T 31/27 (&28) as follows (Page 40): The whole footpath route from the new roundabout through to West Hatch Lane would benefit from upgrading to a bridleway status as mitigation for the stopping up of the West Hatch lane crossing point for NMUs.	The suggested diversion for footpath T 31/27 would be outside the scheme boundary and so cannot be considered, as it would represent enhancement rather than mitigation and is considered unnecessary in light of the proposals detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the public rights of way management plan (ES Appendix 2.1 Annex F, Document Reference 6.4). National Highways cannot include land in the scheme boundary for enhancement as part of the CPO process.	No
628	Somerset County Council	Appendix 1 - Village Link Road	National speed limit, 100kph design speed would be acceptable.	A proposed design speed of 60kph has been assumed for Village Road link (north). Village Link Road was the previous terminology for this road link at statutory consultation.	N/A
629	Somerset County Council	Appendix 1 - Stoke Road - Overbridge	It is noted that there will be an additional service road accessed further along Stoke Road near the property known as Bridge Cottage. No details have been provided at this time about how the access road will tie in to Stoke Road. Stoke Road has an open watercourse running along the northern side. It is also noted that the Red Line detailing the extent of the works incorporates Stoke Road.	The proposed service / access road to the attenuation basis is no longer proposed off Stoke Road near to Bridge Cottage. This is proposed to connect to the realigned section of Stoke Road to the south of the proposed bridge over the A358 at Musgrave Farm.	Yes

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630	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction Overbridge	Confirmation is required about the ownership of the overbridge and whether this is to be retained by HE.	It is intended that the bridge will be retained by National Highways, however the road, verges and associated street furniture over the bridge are expected to be owned and maintained by Somerset Council	N/A
631	Somerset County Council	Appendix 1 - Carriageway Widths	No details have been provided regarding road widths for the local highway network at this time. It is recommended that all roads that will be affected or provided are recorded in a table and a separate discussion had with the audit team to decide appropriate widths.	During the course of preliminary design, National Highways has developed a more appropriate approach to local road design standards in conjunction with Somerset Council through a Local Roads Strategy document. This was originally submitted to Somerset County Council (as were) and follow up meetings have been held to review and agree the proposals.	Yes
632	Somerset County Council	Appendix 1 - Existing A358 Dual Carriageway between Henlade and Mattocks Tree Green	It is not clear at this stage what the strategy is for the existing dual carriageway section from Mattocks Tree Green to Henlade. Retention of this dual carriageway section for local traffic will require unnecessary future maintenance and may attract antisocial behaviour. It is recommended that the southern carriageway is broken out and landscaped and that all local traffic wishing to use this route uses the carriageway on the northern side as a single lane two-way road with an access retained to properties on the southern side.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	N/A
633	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	It is not known what other unrecorded rights may exist across the scheme. Anyone can currently apply to modify the Definitive Map & Statement. It is therefore recommended that when stopping up rights of way in the DCO that all highway rights that may exist over those routes should also be stopped up. This principle could be broadened to cover the scheme construction to try and mitigate any future unintended legacies of public rights of way being determined over sections of inappropriate highway waste, or joining a live dual carriageway and a further mitigation having to be sought.	The Rights of Way and Access Plans (Document Reference 2.4) with accompanying DCO schedules, make clear the routes to be stopped up; the draft DCO has an article specific to 'Permanent stopping up and restriction of use of streets and private means of access' (Document Reference 3.1).	N/A
634	Somerset County Council	Appendix 1 - Creation of cul-de-sacs	There are multiple locations where the design proposals will sever sections of the existing local road network and subsequently create cul-de-sacs. In such locations the local highway authority will look to maintain the part of that network that is necessary for access and provides public utility.	National Highways acknowledges this comment and a number of turning heads are provided in these locations. National Highways design team responded to the Council comments (included in report reference Sa-6-0081-002-3) via the Local Roads Strategy submitted on 13 October 2021.	N/A
635	Somerset County Council	Creation of cul-de-sacs	Where the remaining local road network will serve either individual properties or businesses the local highway authority will look to explore the transfer of ownership responsibilities.	National Highways acknowledges this comment, discussions are ongoing in relation to transfer of ownership with Somerset Council on local roads. Further details are noted in the Somerset Council Statement of Common Ground (see Statement of Commonality, Document Reference 7.3).	N/A
636	Somerset County Council	Creation of cul-de-sacs	Where possible the length of the cul-de-sac should be minimised. Consideration should be given to the relocation of any existing field accesses and private accesses accordingly with the remaining sections potentially returning to alternative uses.	National Highways acknowledges the comment, and this has been agreed with landowners, as shown on General Arrangement Plans (Document Reference 2.5a) and Rights of Way and Access Plans (Document Reference 2.4).	No
637	Somerset County Council	Appendix 1 - Departure from standard	Departure from standard  The audit team has not been advised of any agreed Departures or Relaxations from Standard for these proposals. The design team should ensure that any Departures are documented and approved in	Proposed departures from standards have been identified and the development and submission of these will continue through the development stage prior to scheme construction. For any departures on local roads, these will be agreed with Somerset Council and developed in accordance with Department for Transport's publication Departures from Standards: Procedures for Local Highway Authorities (October 2011).	N/A

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			accordance with the Department for Transport's publication 'Departures from Standards: Procedures for Local Highway Authorities (October 2011)'		
638	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P02	Consideration should be given to feasibility of providing a more convenient link between the roundabout and the proposed bridleway for NMUs. The proposed bridleway between Ash Lane and Greenway Lane will benefit from a consolidated surface, possibly metalling, to ensure ease of use by road cyclists in particular.	The new public right of way between Ash Road and Mattock's Tree Green junction would be a restricted byway. Specific surfacing materials will be confirmed at the detailed design stage, subject to successful DCO consent.	N/A
639	Somerset County Council	Appendix 1 - Asset ownership and maintenance	As part of the consultation process, clarification is required regarding ownership, and subsequent maintenance responsibilities, of new assets installed as part of this scheme (signing, lining, drainage apparatus, verges and vegetation/ plantations, embankments serving overbridges, road restraint systems, rights of way limitations and surfaces etc). With regards to drainage, apparatus would include ditches, headwalls, flap valves and attenuation ponds/swales.	As a general expectation, National Highways would be responsible for the ownership and maintenance of the new/upgraded A358 and connecting junction slip roads and the assets that form part of this, whilst Somerset Council would be responsible for the ownership and maintenance of the local road network and the assets that form part of this. Further details will be clarified during detail design and National Highways will continue ongoing engagement with Somerset Council regarding ownership and maintenance limits of the highway network and associated assets.	N/A
640	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P02	The J25/Nexus roadworks have interfered with a number of public footpaths. The Council are currently processing an internal application to divert the paths. This has been delayed due to mapping difficulties; hence no draft order is available yet. Consideration could be given as to whether such changes are capable of being incorporated into the DCO given we are yet to publish an order. Publishing an order in the coming months could risk it being opposed, and that opposed order process then overlapping with the DCO process, which could cause unnecessary inconvenience.	Following discussions with Somerset Council, public footpaths for which Definitive Map Modification Orders (DMMOs) at Nexus 25 are outstanding are addressed in the DCO application where the scheme also affects the footpath. Detailed are provided in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).	Yes
641	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P02	Oldbroach Lane is subject to an application to modify the Definitive Map & Statement, application 882M. The applicant believes there is sufficient evidence to assert that a Restricted Byway should be added to the Definitive Map. A cul-de-sac Restricted Byway would be of little benefit to the public at this location, however, with a minimal extension at the northern end the Lane could serve as a very useful footpath linking to paths to the north and one to the south of Haydon Lane.	Following discussions with Somerset Council, Oldbroach Lane is included in the scheme for designation as a restricted byway. A footpath would link the lane to Nexus 25 junction and the restricted byway would continue to Stoke Road, Lower Henlade.	Yes
642	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P02	A suggested alternative Page 37. Further consultation with the local community on what would be most beneficial is recommended.	It is not justified to provide a public right of way from Stoke Road towards Greenway Lane because the levels of traffic would be low on Greenway Lane as it would be stopped up as a public highway.	No

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643	Somerset County Council	Stoke Road - Overbridge	Access to the existing private properties will need to be considered and visibility for the private drives kept clear of road furniture such as road restraint systems.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent.	N/A
644	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000001 P02	The Henlade to Mattock's Tree Green dual carriageway does not currently form part of the proposals. The impact of the dualling scheme will render the existing dual carriageway section unnecessary. This presents an opportunity to repurpose part of the carriageway as a bridleway for walkers, cyclists and horseriders. This could also extend to the proposed new footway and existing footway to connect to Lipe Lane/ Stoke Road crossroads.	As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway through Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
645	Somerset County Council	Appendix 1 - Mattocks Tree Green Junction (A358 Ilminster Road)	Facilities for non-motorised users are likely to be required as part of the revised layout.	National Highways agrees with this comment therefore the overbridge includes a shared track on both sides of the road to cater for walkers, cyclists and horse-riders with a suitable margin between the track and the carriageway.	N/A
646	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000002 P02	A suggested bridleway link to enable users to avoid the A378 and provide a local circuit for NMUs in combination with minor lanes and other public rights of way, as follows (Page39). It is recommended that further consultation is undertaken with user group representatives and local communities to understand whether this link would add value.	The suggested bridleway link would be enhancement rather than mitigation and is considered unnecessary in light of the proposals detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4). National Highways cannot include land in the scheme boundary for enhancement as part of the CPO process.	No
647	Somerset County Council	Appendix 1 - Visibility	The envelope of visibility must be obtainable from a driver's eye height of between 1.05m and 2m to an object height of 0.26m.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent. If site constraints prevent this in specific locations, a departure from standard may be required in accordance with established processes.	N/A
648	Somerset County Council	Appendix 1 - Access to the A358 from J25 and the M5	Currently traffic exiting the M5 motorway at J25 southbound are directed to take the first left on to the existing A358 through Henlade. What measures will be taken to redirect traffic to the Nexus 25 roundabout and on to the new A358 dual carriageway.	The existing signage on the M5 junction 25 slip roads and gyratory will be updated, renumbering the existing A358 and directing A358 and Nexus 25 traffic towards the Nexus 25 junction and dual carriageway.	N/A
649	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	Bridleway T 14/8 beyond the private access to houses is in poor condition and would benefit from a consolidated surface. As this will form part of arguably the most strategic NMU link of the whole scheme it is requested that this surface improvement is delivered as part of relocating the parallel (to the A358) section of T 14/8, which should also benefit from a consolidated surface treatment.	Bridleway T14/8 is used by and popular with horse-riders who generally prefer a soft surface and no surface works are proposed. National Highways has discussed this with local horse-riding users and there are no concerns with the existing condition. Further to this, the existing repurposed sections of Bickenhall Lane would have a hard tarmacked surface that would be attractive to on-road cyclists and complement use of the bridleway by horse-riders. Users could choose either the paved lane or unpaved bridleway depending on their preference. The diverted section of bridleway T 14/8 running parallel to the scheme would be paved because it would be used for maintenance access to a pond.	N/A
650	Somerset County Council	Appendix 1 - NON-MOTORISED	The Neroche Herepath is a 13.5 mile circular multi-user route, using a combination of bridleways, permissive paths and minor roads. Unfortunately, one of the permissive sections has been closed due to	The scheme includes a section of the Herepath for hedgerow improvements. Due to the outstanding issues with the path's construction, National Highways cannot include this path for adoption in the DCO. It is also not	No



Row ID	Consultee	Survey Question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		USER (WCHR) PROVISION DRAWING DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	the failure of a section of tyre bale construction. The Council are working with the landowner and other stakeholders to agree a remedial solution in order to enable the section to be reopened. It is noted that the tyre bale section would appear to fall within the red line boundary. Please could Highways England elaborate as to why this is within the scheme and whether there is potential for the scheme to deliver the remedial solution given the proximity of the issue to the A358 and the commitment Highways England has towards improving the situation for NMUs.	feasible to divert the path within the scheme boundary due to potential environmental impacts on woodland.	
651	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	The agreement for the permissive link from the Herepath to bridleway T 14/8 has expired and should no longer be shown on maps. However, this is no reflection on the desire and demand for a link to be provided from the bridleway to the Herepath.	The permissive path has been omitted from the application drawings.	N/A
652	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	The proposals show 3 crossings of the dual carriageway in a relatively short distance, 2 vehicular crossings and one pedestrian. The Bickenhall Lane crossing would be the favoured link to the Herepath, provided an NMU refuge (design tba), is provided to and over the bridge and on to the intersection with the current Herepath route. The intersection will need to meet with bridleway crossing standards. Bickenhall Lane on the eastern side of the A358 is narrow in parts and could be far more attractive to NMUs, accessing it from Hatch Beauchamp and beyond, if it was stopped up to public vehicular access in part. This could lessen the need for any dedicated refuge for NMUs on the western side.	Following statutory consultation, the design was amended for supplementary consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers. The new alignment of the overbridge would not affect the Herepath intersection on the south-western side of the scheme.	Yes
653	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	The proposed underbridge link, which could accommodate cyclists and horse riders as well as walkers, would connect to a possible permissive section of the Herepath. As there is a high likelihood it will remain a permissive section, it is probably not appropriate to provide an adopted link at this location, unless Bickenhall Lane overbridge does not proceed.	The existing headroom would be retained through Fivehead River underpass, and the scheme would not affect the status of the connecting rights of way	N/A
654	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION DRAWING HE551508-ARP-ENM-	The Hatch Beauchamp overbridge provides other options for NMUs. The proposed vehicular crossings raises the question as to what impact this arrangement will have on vehicular use of the road sections of the Neroche Herepath, particularly between Bridge House and Curry Mallet Drove. Parts of the road network were not used when the Herepath was developed due to the nature of the roads in that area, thus Highways England need to assess whether the proposals will have an	All comments on walking, cycling and horse-riding proposals have been carefully considered and the proposals 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 (ES Appendix 2.1 Annex F, Document Reference 6.4). An assessment of walking, cycling and horse-riding is provided in ES Chapter 12 Population and human health (Document Reference 6.2).	N/A

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		ML_A358_Z-DR-CH-000003 P02	adverse impact on the usage of the Herepath by NMUs on the existing road network.		
655	Somerset County Council	Appendix 1 - Visibility	Care shall be taken to ensure that no substantial fixed obstructions obstruct the site lines including road furniture such as traffic signs	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent. If site constraints prevent this in specific locations, a departure from standard may be required in accordance with established processes.	N/A
656	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	Public rights of way T 2/12, T 14/25, and CH 1/UN should be shown as public bridleways, not footpaths.	The DCO application drawings show the correct status of Public Rights of Way (PRoW) in the Rights of Way and Access Plans (Document Reference 2.4).	N/A
657	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000003 P02	This underpass is being proposed as a link for walkers, however it should be secured as a bridleway link. If head room is an issue then mounting blocks and signage would be a simple solution enabling riders to mount and dismount either side.	High Bridge underbridge would have a headroom of 2.3m, which is within standards for walkers only. National Highways anticipates that a departure from standard would allow a bridleway with restricted headroom to be provided including mounting blocks. The bridleway would run beneath the underbridge along the northern side of the river and connect to Capland Lane.	Yes
658	Somerset County Council	Appendix 1 - Visibility	All land over which visibility splays pass shall be available for dedication to the local highway authority.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent.	N/A
659	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	There would appear to be little merit in retaining the sections of CH 1/2 & CH 1/3 to the north of the Kenny link road, as follows: Page 44	The sections of CH 1/2 and CH 1/3 north of Stewley link would continue to provide connectivity and National Highways would not want to stop up any footpath unnecessarily.	No
660	Somerset County Council	Appendix 1 - Visibility	Gradients may affect stopping distances and where applicable longitudinal gradient (%) should be incorporated when calculating SSD.	National Highways acknowledges the comment. This has been considered at the preliminary design stage and will be refined and finalised during detailed design, subject to successful DCO consent.	N/A
661	Somerset County Council	Appendix 1 - Village Road	510m, 255m and 90m radii are proposed along with transitions which would be acceptable. Forward visibility splays have been shown around the 90m radius bend, but no details have been provided to assess acceptability.	Verge widening has been proposed to allow for a Forward Visibility of 90m which is Desirable Minimum for a design Speed of 60kph, in accordance with CD 109 Table 2.10.	N/A

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662	Somerset County Council	Appendix 1 - Ashill Road - Rapps Road Link	720m, 127m, 140m and 90m radii are proposed along with transitions which would be acceptable. Forward visibility splays have been shown around the bends, but no details have been provided to assess acceptability.		N/A
663	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	The proposed development will impact directly on applications 510M and 849M. The impact on 510M is only in part and will be a positive one in that all users will be able to use the new construction. The impact on 849M is a negative one. If rights are proven to exist then the development will cul-de-sac these public rights. The latest proposals show local roads connecting either side to the Ashill junction overbridge, which would be capable of providing mitigation for the highest rights of Restricted Byway, should they be found to exist. It is also noted there is the potential for bridleway provision/ mitigation at the Ding underbridge, also helping to offset any negative impact caused by the possible interference with unrecorded rights over 849M. Where alleged rights are likely to be obstructed by development, the Council has a Statement of Priorities that would enable such an application to be taken out of turn. There is no firm view yet as to whether there would be merit in taking this application out of turn, but the Council's position on this will be reviewed as the development progresses and a decision taken once any permission has been granted.	National Highways acknowledges these comments. Footpath CH 1/21 (849M) would be stopped up as part of the scheme to avoid a dead-end path. In relation to application 510M, from the new Ashill junction, Ashill Road would cross Copse Lane on embankment approximately 350mm above existing ground level and a road crossing could be added at detailed design. In relation to application 849M, the status of Merryfield Lane would not be affected by the scheme.	No
664	Somerset County Council	Appendix 1 - Village Link Road	360m and 127m radii proposed along with transitions which would be acceptable. A forward visibility splay has been shown around the 127m radius bend, but no details have been provided to assess acceptability.	Verge widening has been proposed to allow for a Forward Visibility of 90m which is Desirable Minimum for a design speed of 60kph, in accordance with CD 109 Table 2.10.	N/A
665	Somerset County Council	Appendix 1 - Hatch Park Cattle Creep	It is noted from the latest design that fencing has been added along with an attenuation basin and some drainage channels which would appear to prevent access to the Hatch Park Cattle Creep and the fields beyond.	An access track is proposed, with some localised regrading, to provide access to the existing Hatch Park Cattle Creep, which has been extended under the new eastbound carriageway. Access is provided to the cattle creep and fields either side of the A358.	N/A
666	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	Public bridleways CH 1/25, 26, & 27 and CH 2/23, 24 25, & 26 are currently shown as public footpaths. Please amend, and it is contended that they should all be stopped up as part of the current proposal. It is also not clear what is intended for the stub of unclassified road highlighted in orange below. It is unlikely that the Council would wish to retain this section of road.	The drawings for the DCO application are correct (Rights of Way and Access Plans (Document Reference 2.4)). The stub of unclassified road would be stopped up as public highway and used for maintenance access.	N/A
667	Somerset County Council	Appendix 1 - NON-MOTORISED USER (WCHR) PROVISION  DRAWING HE551508-ARP-ENM-ML_A358_Z-DR-CH-000004 P02	Please provide detail as to what mitigation is intended for NMUs between Horton Cross and the B3168/Station Road. Ilminster is a significant population and it is important a safe connection between Horton Cross and Ilminster is delivered.	The speed restriction between Monk's Yard and Southfields would be reduced to better manage mixed traffic flows. The scheme includes a new road crossing at the services access as part of the traffic signal control. New footway/cycleway construction would tie into the existing at the new crossing with filters for cyclists to exit or enter the carriageway. National Highways considers there is insufficient space within the highway boundary to further improve walking and cycling facilities.  The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened, however a crossing of the A303 (south) is outside the scope of the scheme.  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	Yes

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				<p>was being considered as part of a pipeline of schemes 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 proposals are detailed in in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (ES Appendix 2.1 Annex F, Document Reference 6.4).</p>	
668	Somerset County Council	Appendix 1 - Other Considerations	<p>Status of new routes</p> <p>The Council's Rights of Way Improvement Plan 2 supports an inclusive approach to route development for NMUs, i.e.: where possible the highest status (restricted byway) should be secured. Restricted byways allow non-mechanically propelled vehicles (NMPVs e.g.: horse and cart) in addition to WCHR. In allowing access for NMPVs it can also enable ease of unauthorised use by motor vehicles, which can cause conflict with legal users as well as damage to the surface. For these reasons it is recommended that carriage drivers in the area are consulted as to which routes could be of benefit to them as restricted byways and appropriate controls carefully considered to as far as possible prevent unauthorised use of them.</p>	National Highways has been in regular discussions with local horse-riding groups including carriage drivers. Local users have also responded to the statutory and supplementary consultations and their comments have been addressed. Design of restricted byway access points would be discussed at detailed design stage, subject to successful DCO consent.	N/A
669	Somerset County Council	Appendix 1 - Other Considerations	<p>Widths and limitations</p> <p>There should be a certified schedule appended to the DCO of the widths of public rights of way created and the limitations along them. This will be necessary to enable the Council to accurately update the Definitive Map &amp; Statement and aligns with how orders are made under the Highways Act 1980.</p> <p>Minimum widths should be 2m for footpath, 4m for bridleway and 5m for restricted byway. Refuges for NMUs alongside roads to be considered on a case by case basis.</p> <p>Limitations should accord with BS 5709:2018. The Council will only authorise stiles in exceptional circumstance and it is envisaged that any new footpaths as part of the scheme will not require stiles with the presumption in favour of gaps, then gates.</p>	The draft Development Consent Order (DCO) (Document Reference 3.1) includes all appropriate schedules and associated details being sought. All new Public Rights of Way would meet with the council's minimum width requirements. Details of limitations would be addressed at the next stage during detailed design, subject to successful DCO consent.	N/A
670	Somerset County Council	Appendix 1 - Other Considerations	<p>Overbridges and underbridges/passes</p> <p>All overbridge parapets should be 1.8m high. Additional road/verge space may be required where high usage by NMUs is expected.</p> <p>Underbridges/passes should allow sufficient headroom for walkers. Horse riders and cyclists should be given the option to dismount if for reasons of headroom or safety it is not possible to use an underbridge/pass. It is preferable to be inclusive with mitigation than to exclude these NMUs. Mitigation if required will likely be in the form of</p>	All the overbridges would include a highway verge and 1.8m parapets with the bottom a minimum 600mm solid infill panel. All underbridges would have sufficient headroom for walkers in accordance in with DMRB CD 143. The underbridges are assessed individually for their suitability for use by cyclists and horse-riders including the appropriateness of dismounting.	N/A

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			mounting blocks and signage, with consideration given to a traffic regulation order.		
671	Somerset County Council	Appendix 1 - Design Standards	<p>Design Standards</p> <p>The geometric design of the proposed A358 main carriageway and associated junction connector roads was developed in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 6. The following design standards have been used:</p> <ul style="list-style-type: none"> <li>- TD 9/93 Highway Link Design (DMRB 6.1.1) [CD 109]</li> <li>- TD 27/05 Cross Sections and Headroom (DMRB 6.1.2) [CD 127]</li> <li>- TD 22/06 Layout of Grade Separated Junctions (DMRB 6.2.1) [CD 122]</li> <li>- TD 16/07 Geometric design of Roundabouts (DMRB 6.2.3) [CD 116]</li> <li>- Principles of DMRB Volume 6 would also be applied to the design of local roads.</li> </ul> <p>However, this approach is subject to agreement with the local highway authority, Somerset County Council. Relaxations from requirements of the DMRB may be necessary along local roads to ensure works are appropriate to the standard and character of adjacent existing roads.</p>	Somerset Council as local highway authority does not currently have a set of prescribed design standards and initially suggested the use of the DMRB. However, the use of DMRB standards, particularly in relation to road cross sections and geometry, are not entirely appropriate for the local road network. National Highways has developed a more appropriate approach to local road design standards in conjunction with Somerset Council through a Local Roads Strategy document. This approach aims to ensure that the design parameters are appropriate for the rural context and the standard and character of existing roads to which they connect. This would reduce the number of departures that may otherwise be required if a blanket approach to DMRB, which is focussed on the design of trunk roads, was otherwise used.	N/A
672	Somerset County Council	Appendix 1 - Drainage	All matters relating to drainage will be covered as part of a separate submission.	National Highways has continued to engage with the Somerset Council drainage team.	N/A

## Appendix 5.3

### Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

**Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response**

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	360	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	My biggest concern is the design at this Junction. The temptation will be to ignore the new road layout & proceed on the existing A358 through Henlade (currently a nightmare). One almost has to design the new Junction to "disguise" the exit back onto the old A358 road - especially the HGV's & big lorries - design the turn with a very tight radius or something.	Given that the proposed Henlade bypass section of the scheme provides faster journey times, safer journeys, a higher capacity and more journey time reliability than the existing A358 through Henlade, it is not anticipated that any through traffic would choose to use the existing A358 through Henlade with the proposed A358 scheme in place. The traffic flows through the old A358 are forecast to reduce by over 90% in the design year (2046), and the traffic using this stretch of road is expected to be local traffic and traffic wishing to use Taunton Gateway Park and Ride.	N/A
2	360	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Still can't really see it happening - my Father worked for PowerGen and they had plans for the road back in the nineties and the route looks very similar to the "preferred" route selected now - 30 years later...still nothing Even if completed is scheduled for 2028 - no construction project runs on schedule, let alone on budget. One concern is the noise factor - will there be noise barriers installed along the Lower Henlade section to the motorway interchange.	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.  An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.	N/A
3	373	Do you have any other comments you would like to make about our proposals?	Mitigation measures - planting I'd like to make a request that: The hedge row to the front of our house be allowed to grow up with immediate effect to give our property some visual protection from what is going to happen in the field beyond, and left to grow into trees.	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.  As part of the scheme hedgerow enhancements are proposed along the hedge between the scheme and Ivy House caravan park. The aim of this is to enhance the hedgerow to encourage a taller hedgerow by changing the cutting regime.	N/A
4	373	Do you have any other comments you would like to make about our proposals?	I'd like to make a request that: That the ditches bordering our lane are maintained to prevent flooding of the lane.	Maintenance of the ditch along Stoke Road is either the responsibility of Somerset Council or the adjacent landowner. There is no proposed works to the ditch adjacent to your house and the maintenance of the ditch will remain the same responsibility when the scheme has been constructed.	N/A
5	373	Do you have any other comments you would like to make about our proposals?	I'd like to make a request that: Trees be planted between that hedgerow and the new road to help shield our property and those of our neighbours from light and noise pollution.	The proposed environmental mitigation includes the enhancement of the existing hedgerow running along Stoke Road. The proposal includes two new hedgerows, one including trees between your property and the new road. Earth bunds have been added to reduce noise and the visual impact of the proposed scheme on nearby properties and communities.  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).	Yes

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6	425	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Unnecessary incursion into the countryside. Over engineered and expensive	<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 scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>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 assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p>	N/A
7	425	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I support the alternative proposals put forward by the 12 local Parish Councils	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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8	425	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The need is for two well engineered junctions at T25 and Southfields. This would eradicate the current congestion on 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>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <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
9	425	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Not supported by the parish councils	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
10	425	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Unnecessary	<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. The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	N/A

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11	425	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	See Parish Council alternatives	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
12	425	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	See Parish Council alternatives	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
13	425	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	See parish council comments	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
14	425	Do you have any other comments you would like to make about our proposals?	The existing "new" roundabout at J25 is dangerous. Take a look at the skid marks caused by vehicles arriving at the first set of traffic lights. Blind corner and then a blind road summit on a bend 25 metres away	As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
15	433	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Traffic problems every day driving through Henlade. This section needs to be addressed and the traffic routed away from the village. As this is the beginning of Section1 of the scheme I agree it should be done.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	N/A

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16	433	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Traffic problems every day driving through Henlade. This section needs to be addressed and the traffic routed away from the village	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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
17	433	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Section 2 of this scheme when considered on its own cannot be justified in any way and is not needed. Traffic safety on this section has always been below the national average, local communities connect across the road and Section 2 is never busy with slow moving traffic unless the hold up is coming from Henlade or from Southfields roundabout	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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
18	433	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Section 2 cannot be justified financially.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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

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19	433	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Very half hearted and not well thought out. Almost feels like an after thought because you need to look like you are doing something for walkers, cyclists and horse riders.	<p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive. 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>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
20	433	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	not needed if some slip road are used at specific places along the road.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts	N/A
21	433	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Road dualling not needed on this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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

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22	433	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Road dualling not needed on this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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
23	433	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Road dualling not needed for this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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
24	433	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Road dualling not needed for this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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
25	433	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Road dualling not needed for this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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

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26	433	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Road dualling not needed for this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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
27	433	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Road dualling not needed for this section	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges comments raised, 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
28	433	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	These plans seem like an after thought and have not been properly designed or thought through.	<p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p> <p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free routes, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.</p> <p>Proposals for walkers, cyclists and horse-riders and improved connections as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F).</p>	N/A

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29	433	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Section 1 of this scheme needs to happen and traffic re-routed around Henlade. The rest of the scheme should be scrapped as it cannot be justified without Henlade and the amount of money that will be spent on dualling this road is unacceptable when the government are facing a climate emergency and we should be looking at other ways to get around including buses, cycling and walking.	<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
30	433	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	This was horrifying reading. The amount of permanent environmental damage that will be caused to this beautiful historic area is completely unjustifiable.	<p>National Highways acknowledge concerns 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
31	433	Do you have any other comments you would like to make about our proposals?	Section 1 only!!	<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

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32	446	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 3 of doing nothing should not be considered as an option. Without Option 1 or 2, when it floods, the only access to Hatch Beauchamp from residents of Capland lane, Stewley and Radigan Lane will have to be a considerable journey to the Rapps Junction and then all the way back through Ashill. Many of us often cycle to Hatch Beauchamp and the alternative is much too far to cycle. If Option 2 of flood improvements is chosen, note that it is not just the two places identified on your plan that flood. The road at the bottom of Hatch Beauchamp as you enter the country lanes from Station Road onto Stewley Road (leaving the 30mph zone) also floods along that stretch and around the corner. So three areas of flood prevention will required, not two. A bigger concern with this option is the increased traffic along this stretch. The mile from Holman's Farm, Stewley towards Hatch Beauchamp is very narrow, high hedges, a winding road, with only one passing point and with increased traffic this will become dangerous, particularly as it is used frequently by horse riders and cyclists. Cars could have to reverse up to half a mile to pass on this stretch. Option 1 is the best option. There must be considerable cost to put in the flood prevention, which would not be necessary with this option. This route would be much safer for horse riders and cyclists. As the link is so much shorter, vehicles having to reverse up to half a mile to allow cars to pass would also not be an issue.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
33	452	Do you have any other comments you would like to make about our proposals?	Principle/Henlade I disagree with the whole project, except for the need to do something about the bottleneck at Henlade and the effects of constant heavy traffic through the village on the quality of life of the residents. Other than that, all that is needed to maintain traffic flow along the A358 is to make the whole section into a dual carriageway, retaining all existing access from local roads and leaving gaps in the central reservation for vehicles wishing to turn right.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
34	452	Do you have any other comments you would like to make about our proposals?	Taken as a whole, the scheme is vastly over-expensive, over-complicated and unnecessary. It's a sledgehammer to crack a nut. It will mean years of disruption to the lives of local people, extensive loss of farmland and will be detrimental to the environment and the rural character of the area.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  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	Yes



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				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.	
35	453	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Principle/Henlade It feels as if this very unnecessary and expensive project is going ahead despite countless consultations and countless residents expressing their concern. You will be decimating local communities and spoiling rural areas, chopping down hundreds of trees and digging up green land for something completely pointless as we live off the a358 and use the road daily and have no real problems with it apart from a bit of bottle necking at Henlade, which could easily be solved by just improving that section	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  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.	Yes
36	453	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	As in question 2a, you'll be spoiling a beautiful rural village with motorway bridges and building work. It's so depressing for residents as none of us want it. This is for the rich politicians during 6 weeks of summer to drive to their 2nd homes. It's frankly a joke	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  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.	Yes

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37	453	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference for: Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements Reason: Connecting road objection Not a connecting road - it will totally wipe out our countryside view (behind our properties) and the only people this road would benefit are Capland Lane/Capland Court residents and none of us want a connecting road! A basic cycle path/walking path yes but a road, definitely not. We have fed this back to consultants directly. It's bad enough that we're going to be now living next to what will essentially be a motorway without subjecting us to an additional unwanted road on top! We're happy to use the back lanes to get to where we need to go as long as Capland lane is cut off. The Lane should be cut off BEFORE building work commences. I will be devastated to see our beautiful trees and hedgerows destroyed. Not that any of you care but they are home to wild/rare orchids, many birds of prey etc.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.  The alignment of this link has been kept as close to the A358 as possible to reduce the impact on the surrounding landscape and farmland.	Yes
38	453	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	As above how can a tiny sleepy village like hatch beauchamp now be subjected to motorway bridges it makes me feel so so sad!	The need for the scheme is established and set out in the Case for the Scheme. The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
39	453	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Please don't try to sell this project as improvements for walkers etc. We will go from having one normal road to what is essentially a motorway so this doesn't improve anything for anyone!	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.  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).	Yes

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40	453	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Environment Stop trying to pretend you care about the environment. If you did you wouldn't be proposing this project at all. We have owls, bats, deer, wildlife teaming here, which will lose its home when your building starts. It makes me so sad and angry and powerless.	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.  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.	Yes
41	460	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	As owner of land on Park Barn Lane . At the Monks Yard presentation i discussed route with design representative. We discussed a different route for the secondary link road to the south of my buildings keeping closer to the A358 . Also keeping to the south side of the field in front of the buildings and then linking with the curve junction. Therefore less impact on my farm and farming practices . Also less impact on the residential properties at Park Barn . Tree planting could then be carried out to the south east of this road and not totally overshadow the properties at Park Barn . Also leaving me with a decent sized field on the north side . We both agreed this made sense . Could i have a discussion with the design	Following further discussions between National Highways and this landowner, this design change was incorporated, and presented at supplementary consultation. The mitigation design has changed in this area with grassland proposed in front of the properties and the woodland planting moved away from the property.	Yes

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42	460	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	As the landowner of the farm at Park Barn Lane i strongly disagree with the line taken at this point . At Monks Yard i discussed with the design manager for the option of moving the road to the south of my buildings on Park Barn Lane nearer to the A358 and keeping it to the south of the field to the south east of Park Barn Lane nearer to the junction but still connecting to the looping connection point . This instead of cutting through between the buildings and very close to the residential properties . This would have much less impact on my farm and farming activities . It would also leave the residential properties further from the road for more privacy and security . Tree planting could then be placed on the southern side of this road on the remaining area . Water retention could be here also as drainage naturally runs to the south / southeast corner of this field . It would leave me with a decent sized field to the north with the whole farm still in a ring fence for livestock and machinery movement without crossing the linking road . The existing tree planting proposal in front of the residential properties would leave these properties seriously over shadowed and plunged into shade most of the time . At present they have a decent outlook . Tree planting would be much better in the south side corner strip. The road could also be kept closer to the A358 in the field further a long towards the Wessex Water treatment plant . The field to the North East would then hardly need to be touched except for a little tree planting a long the north side of the road. We both agreed all this made sense . Could you please forward to the design management and i await a feedback..	Following further discussions between National Highways and this landowner, this design change for Stewley Link was amended, incorporated, and presented at supplementary consultation. The mitigation design has changed slightly in this area with grassland proposed in front of the properties and some of the woodland planting removed. Some fields in this location are still required for mitigation purposes.	Yes

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43	467	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	M5 Junction 25 has recently been upgraded. This new proposal is to partly justify new A358 to a proposed new business park but the upgrade recently completed is more than adequate.	<p>National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.</p> <p>Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time.</p> <p>Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019.</p> <p>In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.</p> <p>Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.</p> <p>The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.</p> <p>There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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>	Yes
44	467	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I cannot see the point of the new section of A358 and therefore the new bridge over this is irrelevant. It will carve up farms in the area making it harder to access their land for the said farmers and land owners.	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.	Yes

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45	467	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	This whole section of road carves up the countryside splitting whole communities up isolating people each other it damages the make up of land will also be hideously expensive to implement. The existing A358 link should have a roundabout put in where the lower Henlade road crosses the road to the creech st michael road as this is already a 30 mile an hour limit. This being a major accident black spot in the recent years.	<p>The scheme would deliver several significant benefits for Henlade. As a result of moving traffic away from the village centre, Henlade would experience significantly reduced traffic volumes (a reduction of over 90% in 2046). This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area.</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, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>National Highways has sought to limit the severance of communities adjacent to the scheme by maintaining important connections through the provision of a number of local highway overbridges/underbridges. Traffic modelling of the A358 and surrounding area helps us to understand the changes in community connections. 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 improved. 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>With regards to the expense of the scheme, the South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The existing A358 through Henlade is forecast a reduction in traffic of more than 90% because of the scheme, particularly the Henlade Bypass section. As a result, the operation of junctions involving minor roads along the existing A358 through Henlade will improve significantly due to the reduction in traffic on the existing A358 in conflict with traffic from these side roads. As a result there will likely be a significant improvement in accident rates along this stretch of road. Because of this, no junction improvements are included in the design along the existing A358 through Henlade.</p>	Yes
46	467	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This section reminds me of approaches to a major motorway system. This road system is unnecessarily complex and will make the local communities around it have to travel extra miles to access their villages and by cutting routes that have worked well for travellers in the local communities for years will increase their travelling times.	<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 methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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47	467	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	This makes no sense and is a waste of time and money. The accesses for these areas work well as they are, leave well alone.	National Highways now proposes a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. A bridge connecting over the proposed A358 mainline would not be feasible due to constraints such as the existing Somerset Progressive School. Such a structure would impact the school and entrance as the A358 is mostly at its existing level, so a link over would require extensive work to ensure appropriate headroom, thus greatly effecting the school.  The proposed solution ensures connectivity to the A358 via the all-movements junction to allow access to all areas around the scheme.	Yes
48	467	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This route speaks for itself. The original road is almost to stay intact as it has for many years. New roads put in to connect to that new section of road proposed. The road works well as was and should be left as was.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  The scheme is part of the Government's Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.  Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
49	467	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Very expensive to instigate and very damaging to the topography, to historical sites of interest and local environment. It would cut up land owners fields and farms, land will be harder to access for said farmers having to use more resources to navigate around the new proposed road system to go about their daily business.	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).  The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).  National Highways has sought to limit the severance of agricultural holdings which farm land 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.	Yes

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50	467	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This would be a good idea if slip roads were built on the two sides of the bridge one on each side to access the existing A358 with out dualling the existing road. The proposal again makes accessing the A358 for local traffic a drawn our process inconveniencing local people in the neighbouring villages to the road so makes it an irrelevance.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
51	467	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 3 – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements</p> <p>Reason: There was a proposal to raise the road level of the lane in stocks lane opposite mine and my neighbour's property. I think this will have a detrimental effect if carried out. The properties have never flooded in the past and I think this could expose them to possible flooding and increase the flooding properties in stewley lane, that is why is should be left as is.</p>	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
52	467	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This road is only being proposed because potentially three routes onto the A358 will be cut if it is dualled and if given the go ahead with inconvenience local travel to and from local villages.	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.	Yes
53	467	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The junctions as is work well for local traffic and communities with the new proposals some of these access roads will be cut. Dualling this section in this manner makes no sense on A358 and be a very expensive option for not much gain.	<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 scheme 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 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</p>	Yes



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				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.	
54	467	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Again masses of asphalt isolating further communities from each other and making nearby towns harder to access travelling further to enter the A358 because of roads having to be cut from the main road. This section has hold ups from time to time but dualling this will make little difference to this problem. Yet to time details about Southfields roundabout.	<p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 DMRB CD 122. As such, all of the direct local road accesses have been removed. and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
55	467	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Two roads instead of one for a few miles doesn't make economic sense.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposals.</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 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, 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>Stewley Link provides a dedicated route for communities on the eastbound side of the A358 to access the proposed A358 via Ashill Junction. This single carriageway link would provide access to property along the northern side of the route from the Capland area including the sewage treatment works and Park Lane, as well as providing emergency access to Royal Naval Air Station Merryfield.</p>	Yes
56	467	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This road will further inconvenience farmers and landowners getting to land on both sides on the A358, as well slices of land having to be taken from said landowners for the proposed link road to connect stewley and Ashill and getting on the A358 for A303.	<p>The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
57	467	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us	This again will take local traffic along way out of its way to access A358 for M5.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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		know the reasons for your response			
58	467	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This again will take local traffic along way out of its way to access A358 for M5.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
59	467	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I think I have summed up my feelings and reaction to this in the previous answer and at the moment the so called upgrading plans for the Southfields roundabout haven't been announced yet! more difficult for HGVs to access Ilton and Ashwell industrial estates with longer travel to junction off A358 in proposals.	<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) exit, 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>	Yes
60	467	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	This seems to be gesture to try to soften the blow of the proposed road scheme on local walkers, cyclists, horse riders that will have some of their leisure routes that they take cut off or disrupted a token offering.	<p>Part of the design guidance for the scheme includes DMRB GD 300 and this requires consideration of alternative provision for cyclists. The provision can be either within the scheme corridor (online) or outside (offline). National Highways looked at the pros and cons between providing for cyclists online or offline and the case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest.</p> <p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme that is being submitted for a development consent order. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p>	Yes
61	467	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I haven't really got any views on this at present. The usual excavations and disposal of soil seemed to be explained in the documents.	National Highways acknowledges this comment.	Yes

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62	467	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	This will damage the environment beyond repair in the long term. Precious country side, historical sites wildlife, birds and habitats that they inhabit will be gone unlikely to return. reading between the lines in this report.	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).	Yes
63	467		A project to far that will damage communities and countryside This road scheme will be very costly to implement cause especially at the Somerfield roundabout end. The route to the M5 junction 25 will cut off many roads to local villages all along the route forcing then more isolation from various communities, local village traffic will have to travel further to access the new road system and get back to local villages, business on return causing more pollution etc. not to mention the damage to local countryside with mass amounts of extra tarmac on the proposed routes. Total rethink needed.	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).  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
64	469	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	If the access to the A358 is being closed how does all the traffic that uses this entry currently get access to Bickenhall— it looks like it is envisaged that they use a local road that is proposed to be build as a so-called Stewley access to the A358. This involves building access via Park Barn Lane to the North of the A358. This road is currently a dead end and therefore attracts very little traffic and you are proposing to drive all traffic from surrounding villages which currently have direct access to the A358 via this route.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.  As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.  To get to Bickenhall from Southfields roundabout with the scheme in place, it is recommended you travel up the dualled A358 to Ashill junction, drive through Ashill and onto the section of the existing A358 retained for local access, then turn left at Staple Fitzpaine Road.  To get to Bickenhall from M5 junction 25 with the scheme in place, it is recommended you take the dualled A358 to the Mattock's Tree Green junction, then take Ash Road and Higher West Hatch Lane.	Yes

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65	469	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	As above the closure of access to the A358 will drive the traffic to the Stewley link envisaged to be built to join Park Barn Lane which will drive large amounts of traffic past the residents at Park Barn Lane.	<p>The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link road. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The Stewley link road will not be used by through traffic, because traffic heading south from places like Hatch Beauchamp will use an alternative route using the Village Road overbridge and part of the existing A358 retained for local access. The Stewley link road's alignment does not include any part of Park Barn Lane and Park Barn lane will remain a local access only road. No change in traffic is anticipated down Park Barn Lane as a result of the scheme.</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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue in the next design stage, should the Development Consent Order be granted successfully.</p>	Yes
66	469	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This proposal looks to push all traffic from villages to the A358 by a road linking Stewley to Park Barn Lane, which pushes all local traffic to a road (Park Barn Lane) which currently only has traffic principally related to the few houses that are on that road.	<p>The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link road. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The Stewley link road will not be used by through traffic, because traffic heading south from places like Hatch Beauchamp will use an alternative route using the Village Road overbridge and part of the existing A358 retained for local access. The Stewley link road alignment does not include any part of Park Barn Lane and Park Barn lane will remain a local access only road. No change in traffic is anticipated down Park Barn Lane as a result of the scheme.</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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue in the next design stage, should the Development Consent Order be granted successfully.</p>	Yes

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67	469	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Park Barn Lane is being used as a funnel for the village traffic to the North of the A358 with a new road that is being envisaged to join Park Barn Lane next to the 4 properties that are on that road. This then cuts across a field in front of the properties— why does this road cut so close to the properties and not follow close to the existing A358— it would need to be newly built so why drive so much traffic around these properties from surrounding villages. They additionally have the main junction being built diagonally opposite them. This proposal is creating a massive junction for what purpose ? The main blocking point of the A358 at this point is tailback from the Southfields roundabout which blocks as traffic tries to move to the A303 which is principally a single carriageway causing a bottleneck and often tailback.	<p>Following statutory consultation the alignment of Stewley Link has been brought closer to the existing A358 alignment. The position of the junction of Stewley link has been determined as it provides optimum sight distance onto Ashill overbridge. Its location also ensures minimal conflict &amp; strange manoeuvres from the off slip onto Stewley link. The radius of the curve on Stewley Link is at a minimum and cannot be reduced further. Hence the link cannot be brought closer to the mainline A358.</p> <p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 (RIS 3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
68	469	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This drives all village traffic on the North of the A358 through this route by blocking off access to the A358 from all local roads. This would require a new road to be built which is envisaged to cut onto Park Barn Lane by the properties that are built on this road. Why? Why not follow the main A358 carriageway instead of driving traffic round these properties when currently they are on a dead end road which has very little traffic.	<p>The proposed A358 design includes a link between Ashill junction and Stewley, referred to as the Stewley link road. This link is proposed to reduce the severance of Stewley and to ensure Stewley's residents have access to the A358. The Stewley link road will not be used by through traffic, because traffic heading south from places like Hatch Beauchamp will use an alternative route using the Village Road overbridge and part of the existing A358 retained for local access. The Stewley link road's alignment does not include any part of Park Barn Lane and Park Barn lane will remain a local access only road. No change in traffic is anticipated down Park Barn Lane as a result of the scheme.</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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads , National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue in the next design stage, should the Development Consent Order be granted successfully.</p>	Yes

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69	469	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	I disagree with the need for a junction at this point which is causing these parallel roads to be built.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to proposals in principle.	Yes
70	469	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	I disagree with the need for a junction at this point which is causing these parallel roads to be built.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to proposals in principle.	Yes
71	469	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	How many people do you envisage using this ? Is this being created at the expense of blighting the lives of the residents that live along this route ?	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to proposals in principle.</p> <p>The proposed offline cycle route uses lightly trafficked roads and traffic-free tracks and allows cyclists to pass through places of interest. Future demand for cycling based on the Propensity to Cycle tool forecasts a demand of 32 cyclists a day on a typical mid-section of the route although numbers would be more than this towards Taunton and Southfields, where the cycle route approaches the urban areas and housing/jobs. Whilst improved facilities associated with the signed route should release latent demand and further increase the number of people using the cycle route, cyclists would still be few in number and represent a small proportion of the total traffic flow.</p> <p>The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
72	469	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	A waste of money incurred to date and to be incurred in the future without amendments to the A303 from Southfields Roundabout.	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) exit, 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.	Yes

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73	478, 566, 1210		Request for noise mitigation Having seen the purposed video I live next to the 358 and notice that the new road is going to be quite high above the old road. The noise factor is going to be much higher than now (Which is bad enough) Could you please think about putting a sound barrier next to the edge of the new dual carriage way so that my neighbours and I won't be blasted out all day and night. Many thanks I hope you will take this into consideration	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).  In this location, the road is moving away from properties. Combined with the effect of the low noise road surface, this has resulted in neutral or beneficial noise impacts for these properties, compared with the existing situation.	Yes
74	478, 566, 1210		The bridges at either end of my paddock are in use daily. If bridges are removed and not replaced myself and my neighbour will be unable to use our land!! Rendering it useless.	The two bridges at the end of the PIL's paddock would not be affected by the scheme. National Highways have met with PIL 478 on 27 July 2023 to discuss the proposals and the impact the scheme has on their property. The reason for these bridges being within the scheme boundary and the proposed land take type was explained. Temporary acquisition with permanent rights has been proposed to allow access for hedgerow maintenance.	N/A
75	478, 566, 1210		The 358 works well. It is the roundabouts at either end which need improving queues each way to Ilminster and Taunton in the summer 4 miles long. We the locals do not venture out from Thursday - Tuesdays. Should be making the new road down the 303 which has already many dual carriageways.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	N/A
76	487		The Official Custodian only holds title on behalf of a charity. See the below links for further guidance: The Official Custodian for Charities' 'land holding' service (CC13) - GOV.UK (www.gov.uk) Transfer charity land or property to the Official Custodian - GOV.UK (www.gov.uk) The Commission does not use or manage the land that is vested in the Official Custodian for Charities, therefore, National Highways must contact the charity directly. Without more detailed information, we are unable to confirm which charity this letter concerns.	National Highways acknowledges this comment.	Yes
77	494	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The current situation with regards flow and volume of traffic into the existing infrastructure is unsustainable.	National Highways welcomes support for the proposals.  Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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78	494	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Once completed this section of Stoke Road and Greenway Lane should be designated as a 20mph residential zone. Further details regarding initiatives to discourage the use of this area as a "rat run" would be welcomed at the earliest opportunity.	As a result of the Ash Road realignment, there is now forecast to be a small increase in the forecast traffic on Haydon Lane and parts of Stoke Road as a result of the scheme. It should be noted that the magnitude of this increase is small. As a result of this increase, National Highways has amended the design to include a number of passing places on Haydon Lane to enable vehicles to use the lane safely and localised widening on part of Stoke Road.	Yes
79	494	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Further details on managing the closure of Greenway Lane junction with the existing A358 are required. I am concerned that if this is not done early on in the project then the volume of rat run traffic will increase.	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 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.  Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.  Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	Yes
80	494	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I would like to see an area of land adjacent to Musgrave Farm House designated as a "Village Green" to facilitate local community gatherings.	National Highways acknowledges this comment. The designation of spaces, such as village greens, is the responsibility of the local authority and not within the scope of this project.	Yes
81	494	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Insufficient detail as to the volume of traffic that will be encountered to make a comment at this stage. In principle I agree with the idea.	National Highways welcomes support for the proposals. The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
82	505	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the	Road will help through traffic move out of the area and reduce traffic jams.	National Highways welcomes support for the proposals.	Yes



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		reasons for your response			
83	505	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Whilst it will not be a positive change for the residents of lower Henlade, a bridge here will reduce local traffic build up	National Highways welcomes support for the proposals.	Yes
84	505	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Whilst the change to the local landscape will be considerable the reasons for building the road seem sound and will benefit the wider community	National Highways welcomes support for the proposals.	Yes
85	505	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The proposals seem to address the needs of the local population as well as improve the main road to the A303	National Highways welcomes support for the proposals.	Yes
86	505	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The proposals maintain access for these businesses	National Highways welcomes support for the proposals.	Yes

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87	505	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	It appears to be well thought through and will solve many local access issues	National Highways welcomes support for the proposals.	Yes
88	505	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	No this area is outside of the area I travel to often	National Highways acknowledges this comment.	Yes
89	505	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Not an area I know well	National Highways acknowledges this comment.	Yes
90	505	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Most of these roads are quite dangerous and any improvement is very welcome	National Highways welcomes support for the proposals.	Yes
91	513	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I would have preferred a new junction taking the traffic from the new A358 straight onto the motorway instead of mixing with existing town traffic. Junction 25 is a mess, poorly designed despite recent changes, too many lane changes. The decision not to create a new junction on the M5 was a mistake and it will cause chaos for many years to come	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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92	513	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I agree with closing access to Greenway Lane from the new A358 as it is a rat run and not built to carry the amount of traffic that it currently handles. Also, much of the traffic consists of vans and lorries that are too wide for the road. Greenway Lane is a route to the South side of Taunton. It isn't possible to get to Chestnut Drive in any other way except for taking the Ash Road route through Stoke St Mary or going past Junction 25 and travelling along Tone Way before turning off and making your way via Blackbrook. This is a seriously long and busy route. It's no wonder drivers use Greenway Lane.	<p>National Highways welcomes support for the proposals.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
93	513	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	My concern about blocking off Greenway Lane is that more drivers will switch to Ash Road and take the road through Stoke St Mary or past Thurlbear Primary School. This consists of narrow lanes and drivers will be a serious risk to school children, cyclists, walkers and horse riders of which there are many. The speed limit along Ash Road is 60 mph and drivers and lorries drive far too fast already. There needs to be a big disincentive to put off drivers from making Ash Road an even worse rat run than Greenway Lane.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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94	513	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I am very concerned about the slip road that leads to Ash Road. As previously pointed out, closing Greenway Lane will leave drivers seeking new options to get to the South side of Taunton / Taunton race course Corfe, the Taunton and Pickeridge Golf Club and other destinations serviced by the B3170. Ash Road will become the new rat run. It is already a rat run and sometimes when there has been a traffic build up on the existing A358 all the way back to the Nags Head, cars in their droves turn off here and charge down the narrow country lanes desperately trying to get to work on time. These lanes are completely inadequate to take the volume of traffic that will inevitably divert down this lane. Otherwise, I like the plans to service Langport, to create a link to the current A358 and also to provide access to the Huish Woods Scout Camp (currently, to get to the Scout Camp can be dangerous at night, having to cross the A358 with fast flowing traffic coming down the hill).	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
95	513	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I particularly like the link to Huish Woods Scout Campsite as previously explained, the junction into the Scout Campsite from the current A358 and coming from the Taunton to Southfields direction is dangerous, especially at night time.	National Highways welcomes support for the proposals.	Yes
96	513	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I often visit friends who live in Hatch Beauchamp and, when returning, I need to take narrow lanes in order to get back onto the Langport Road to approach the A358 at the traffic lights at Mattock Tree Junction. This is the safest way but it still means travelling down very narrow lanes. The proposed new road will solve this issue.	National Highways welcomes support for the proposals.	Yes

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97	513	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The existing junction between Bickenhall Lane and the current A358 is dangerous especially if it involves crossing the road. A bridge is an excellent idea.	National Highways welcomes support for the proposals.	Yes
98	513	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Cycling and horse riding are particularly popular around the area I live which is Ash Road. There are many walkers also. My current concern is the volume and speed of traffic along Ash Road. The creation of dedicated cycle routes that can be used by all is to be welcomed. If I wish to cycle into Town, I cannot use the current A358 (or perhaps dare not use it). This means cycling down Creech St Michael and diverting to the canal path. Or travelling through Stoke St Mary which involves a number of steep hills. Therefore, a cycle route that goes alongside the current A358 is an excellent idea.	<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 scheme and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and show that there would be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Ash Road is discounted from the mitigation proposals because it shows a decrease in traffic flows as a consequence of the scheme. Walkers, cyclists and horse-riders on Ash Road should not be disadvantaged with the scheme in place.</p> <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 walking, cycling and horse-riding users.</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>	Yes

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99	513	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	My immediate concern would be about the use of Ash Road as a rat run if the current A358 had to be shut for any length of time.	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes
100	513	Do you have any other comments you would like to make about our proposals?	I hope that noise reducing road surfaces will be utilised to mitigate the large volume of traffic that will use the new A358. My belief is that once the dualling project has been completed from the M3 to the M5, the volume will increase hugely. Currently, drivers from London or going to London have to choose either the M4/M5 route or the A303/A30 or the A358 alternative. Many choose the M4 / M5 way because of the persistent hold ups around Stonehenge. Once that hurdle has been crossed, the volumes using the A303 /A358 will dramatically increase. This is another reason why there should have been a totally new junction from the A358 to the M5.	<p>The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</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>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. Note that future schemes such as the A303 Sparkford to Ilchester and A303 Amesbury to Berwick Down have been included as part of the modelling. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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101	535	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We would like consideration given to signage indicating "local services" giving people advance notice of Thornfalcon Garage for fuel and shop facilities. Access to us will be off the new junction whereas at the moment it is right next to the existing route.	<p>National Highways met with PIL 22 on 10 June 2022, during the supplementary consultation period to discuss the scheme and the impact it would have on their business. Following feedback received at this meeting the scheme boundary was reduced in this area to reduce the impact on their business. The process for applying for signage was explained to PIL 22 and that this will not be required until a later design stage.</p> <p>Following supplementary consultation the scheme boundary was increased within this area to allow for a right of access during construction and maintenance of the proposed National Grid pole. National Highways contacted PIL 22 on 4 September 2023 to explain the proposed changes to the scheme boundary.</p> <p>A signage strategy will be prepared at detailed design stage if the Development Consent Order is granted, including, for example signage on the new A358 and the link roads at Mattock's Tree Green to direct traffic to local services.</p>	N/A
102	535	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response.	As an existing long standing business this is the best of the three options that were originally being discussed.	National Highways acknowledges the range of views expressed, including those received in support of the proposals.	N/A
103	535	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response.	Necessary for local residents to access Thornfalcon Garage.	National Highways acknowledges the range of views expressed, including those received in support of the proposals.	N/A
104	535	Do you have any other comments you would like to make about our proposals?	Much consideration must be given to ensuring that local businesses such as Thornfalcon Garage are not adversely affected. This site employs in excess of 40 people and is longstanding (over 100 years) and continuity of these businesses is vital.	<p>National Highways have met with this landowner to discuss the scheme and the impact it would have on their business.</p> <p>The proposed scheme aims to facilitate greater connectivity between M5 junction 25 at Taunton and the A303 Southfields roundabout at Ilminster, and this is beneficial in terms of accessibility for local businesses along the proposed route. The beneficial and adverse effects of the scheme on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). A signage strategy will be prepared at detailed design stage if the Development Consent Order is granted, including, for example signage on the new A358 and the link roads at Mattock's Tree Green to direct traffic to local services.</p>	N/A

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105	537	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Although I disagree with the route I think that the bridge will help as it will provide access	National Highways welcomes support for the proposals.	Yes
106	537	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	As an owner of Ashe farm we cannot see how the red line outline will work and not limit our access to the property. We also worry about the aesthetic effect of storing raw materials or machinery along the route.	National Highways have continued to engage with this landowner to explain the scheme boundary impacts on their landholding. National Highways have provided plans showing how access will be maintained once the scheme is complete.	Yes
107	537	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I think that the route could go down the existing A358 to where the junction is now then have a small bridge at the junction.	National Highways now proposes a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. A bridge connecting over the proposed A358 mainline would not be feasible due to constraints such as the existing Somerset Progressive School. Such a structure would impact the school and entrance as the A358 is mostly at its existing level, so a link over would require extensive work to ensure appropriate headroom, thus greatly effecting the school.  The proposed solution ensures connectivity to the A358 via the all-movements junction to allow access to all areas around the scheme.	Yes
108	537	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	How will the drainage work off the hill.	As set out in Environmental Statement 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.	Yes



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109	537	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Effect on the owls with the increased traffic with trees.	<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) submitted within the DCO application.</p> <p>Large 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) submitted within the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p> <p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity.</p>	Yes
110	538	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Not confident that commuter traffic will be eased.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
111	538	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Me and my family rely on access to Langport Road and Hatch Beauchamp.	<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>	Yes

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112	538	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I have family in Mill Lane and my Pastre Farms at Palmers Green, both in Hatch Beauchamp. I need regular access and local roads will be essential for me.	<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>	Yes
113	538	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I regularly use Staple Fitzpaine Road to take my daughter and son to school. Bickenhall Lane is way too narrow. Why are you not using the wider road which will accommodate traffic much better than Bickenhall Lane? No sense to me!	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>An overbridge has been provided at Staple Fitzpaine Road (Village Road overbridge)</p>	Yes
114	538	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Required for essential local access.	National Highways welcomes support for the proposals.	Yes
115	538	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference for Option 1. Reason: I use Stocks Lane to get to my family, it is not an easy or pleasant journey. If you meet someone in the lanes who cannot reverse, you can sometimes end up going back several homes. I regularly need to get to Capland from Hatch Beauchamp and option 1 is the most practical and sensible choice.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
116	538	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Required for essential local access.	National Highways welcomes support for the proposals.	Yes

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117	538	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Farm access Flooding is a problem along Mill Lane to Palmers Green and this often makes the road unpassable. My Partner needs access with farm equipment from Hatch Beauchamp to Capland and therefore option 1 is essential for him. He cannot use Stocks Lane as the equipment is too wide.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
118	538	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Local access Essential for us to retain local access. Living in Ashill and having a business and family in Hatch Beauchamp, I rely on local roads to move around.	National Highways welcomes support for the proposals.	Yes
119	538	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes
120	538	Do you have any other comments you would like to make about our proposals?	We are hugely affected by the proposals. Living in Ashill, close to the A358 we will be affected by noise and probably a big increase in local traffic. We farm in Hatch Beauchamp, Capland and Ashill and local connectivity is essential critical to us is you choosing option 1, to link Hatch Beauchamp to Capland. Please choose this option as this is the most practical solution.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
121	539	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Ilminster Road There are still only two lanes in to Taunton. I am not confident that at busy commuter periods, that the bottle neck currently experienced, will be eased. Have you considered opening the old Ilminster Road?	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).  The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	Yes

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122	539	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Local access As a resident of Hatch Beauchamp it is very important that we have local roads access and connectivity.	National Highways acknowledges this comment.	Yes
123	539	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Bickenhall Lane is very narrow, the bridge would be better placed at Staple Fitzpaine where the road is wider, to accommodate local traffic.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.  An overbridge has been provided at Staple Fitzpaine Road (Village Road overbridge).	Yes
124	539	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes
125	539	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference for Option 1. Reason: I am a farmer living in Hatch Beauchamp with land at Capland and Ashill. I am unable to use Stocks Lane with my equipment. It is critical that I am able to get local access to my land. Option 2 or 3 will mean additional traffic through Mill Lane down to Palmers Green which floods whenever we have heavy rain. Increased traffic will cause a danger to local residents.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
126	539	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Essential for local access and connectivity.	National Highways welcomes support for the proposals.	Yes

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127	539	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Option 2 and 3 should not be a consideration. Additional traffic from both Stocks Lane and also in the other direction from Mattocks Tree Green, will result in danger to Hatch Beauchamp residents. Vehicles will be passing residential properties, local school, pub and recreational areas. Option 1 is the only safe and sensible option.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
128	539	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This is essential for local access.	National Highways welcomes support for the proposals.	Yes
129	539	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes
130	539	Do you have any other comments you would like to make about our proposals?	Option 1 to connect Village Road to Capland is a critical factor. I am a farmer who lives in Hatch Beauchamp with land at Capland and Ashill. I cannot use Stocks Lane with my equipment. The lanes are too narrow. The road between Mill Lane and my farm at Palmers Green regularly floods. Additional traffic will not be able to get through, it will be a nightmare. Also, the additional traffic passing through will be extremely dangerous for local residents.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
131	543	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Not sure if the current commuter congestion will be eased. Still only two lanes into Taunton after motorway.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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132	543	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I need access to Langport Road and to Hatch Beauchamp.	National Highways acknowledges this comment.	Yes
133	543	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I farm in Hatch Beauchamp and have land at Capland and Ashill. I need to have access and connectivity to all local roads to get to work and home.	<p>This land is outside the scheme boundary and access to the land will not be impacted by the proposals.</p> <p>Traffic traveling between Hatch Beauchamp and Capland can use the proposed Capland link between Village Road and Capland Lane, included as part of the A358 design after feedback from the 2021 statutory consultation.</p> <p>Traffic travelling between Hatch Beauchamp and Ashill can travel along Village Road south, cross the A358 using the Village Road overbridge, then continue south along a section of the existing A358 retained for local access to the Old A358 that goes through Ashill.</p>	Yes
134	543	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Bickenhall Lane is a very narrow road. A bridge would be better placed at Staple Fitzpaine Road where the road is much wider.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>An overbridge has been provided at Staple Fitzpaine Road (Village Road overbridge).</p>	Yes
135	543	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes

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136	543	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	As a farmer needing constant access to Capland from Hatch Beauchamp. I cannot go through the lanes at Stocks Lane due to it being so narrow. Option 1 is the option option for me to get access to my fields. Any other option is not practical or will adversely affect me and my business with additional costs and time. Also, option 1 is the safest option for all.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
137	543	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes
138	543	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	As a local user of the lanes. I can tell you that option 2 and 3 will end causing big problems in the area. The lanes are too narrow plus Mill Lane to Palmers Green floods regularly and this seems to have been overlooked! Option 2 and 3 are also very dangerous options-- I urge you to listen to local knowledge and choose the only sensible option which is option 1.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
139	543	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Essential for local access-- I live in Ashill so will rely on essential connectivity to Hatch Beauchamp and Stewley.	National Highways welcomes support for the proposals.	Yes
140	543	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Required for local access.	National Highways welcomes support for the proposals.	Yes

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141	543	Do you have any other comments you would like to make about our proposals?	I am affected hugely by your proposals living next to the A358 in Ashill, noise will become a huge issue. I farm locally with fields in Ashill and Capland and Hatch Beauchamp. Therefore, I rely on local roads. Take it from me, Stocks Lane will not be able to cope with the additional users. Mill Lane is not suitable due to flooding. Please choose option 1 as any other option will cause huge problems for all concerned.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
142	544	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There is no improvement. Your 'designers' are simply repeating the original problems. I.e. nexus is traffic light controlled. A dual carrageway ending in a set of traffic lights is good design?	National Highways has undertaken traffic modelling to assess how the Nexus 25 roundabout would operate under future conditions with different forms of junction. The results shows that the proposed changes to the Nexus 25 junction are necessary to provide additional capacity to cater for the increased traffic volumes that are forecast to travel along the A358 with the scheme in place, and that a signalised junction best accommodates this traffic. A signalised crossroads allows for at-grade pedestrian crossing facilities to be incorporated. A signalised junction allows for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions.  Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
143	544	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Why? If the road was designed correctly this would not be needed?	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The bridge at Stoke Road has been included in the scheme design to ensure the local road can remain open and retain connectivity across the new route between Henlade and Lower Henlade.	Yes
144	544	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	What a mess just missed opportunities.	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.	Yes
145	544	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know	This is just not needed there is no problem with the road as is.	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.	Yes



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		the reasons for your response			
146	544	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	See above just a waste of money.	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.	Yes
147	544	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Just leave as is	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.	Yes
148	544	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	So you are putting all the traffic/walkers horse riders onto a small lane in the name of safety	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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149	544	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	This section of road has no problems as is	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.	Yes
150	544	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	preference for Option 2. Reason: It is clear you do not understand what you are doing Only minor flood improvements required in ONE location only.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
151	544	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This is just not required	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.	Yes
152	544	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	This section of road has no problems and should be retained as is.	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.	Yes
153	544	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	What a mess.	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.	Yes
154	544	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Leave as is	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.	Yes

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155	544	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Leave as is	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.	Yes
156	544	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Leave as is	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.	Yes
157	544	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	This section only get congested due to the poor design of Southfields rbt your plans do not offer any significant improvements.	<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). 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 support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes

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158	544	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	What put them on local roads along with all the cars going to be a lot safer.	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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).	Yes
159	544	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	This should be stopped the consultation is flawed and the need for this road should be reassessed.	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.	Yes
160	544	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	So you are going to cause major damage to a sensitive environmental area for not a lot of gain the information for mitigation of damage is at best laughable.	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).	Yes
161	544	Do you have any other comments you would like to make about our proposals?	The road scheme is not required the need for it dates back before Covid 10 and the climate crisis:- with the country going carbon neutral by 2030 there is not a car that can travel to Cornwall from London without recharging traffic levels will fall mid-century put this on hold until you can show the need for it then.	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.	Yes

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162	551	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Nexus roundabout will have to be upgraded to take account of the Henlade bypass. I would have thought that the recent works would have taken account of this. Total lack of planning!	<p>National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.</p> <p>Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time.</p> <p>Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019.</p> <p>In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.</p> <p>Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.</p> <p>The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.</p> <p>There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity in the forecast situation, with the upgraded A358, and full build out of local developments such as the Nexus 25 employment site. 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>	Yes
163	551	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Essential for communities living to the south of the new road	National Highways welcomes support for the proposals.	Yes

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164	551	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Excessive amount of screening shown on the fly thru.	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.	Yes
165	551	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is the only way that the A378 can access the new road. Also it will provide a link to Ash Road with onward connection to Thurlbear, Slough Green and West Hatch	National Highways welcomes support for the proposals.	Yes
166	551	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Important because it will provide access not only for Hatch Beauchamp but for other communities such as Ashill and Staple Fitzpaine.	National Highways welcomes support for the proposals.	Yes
167	551	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Suggest that a footpath/bridleway be provided from the Progressive School to West Hatch Lane. In order to construct the additional lane at the Griffin Lane flyover I would anticipate that improvements would be required to widen Griffin Lane for construction vehicles. It would be sensible to extend these through to West Hatch Lane.	As an outcome of consultation, the scheme now includes a new highway that would connect the Scout Camp link and West Hatch Lane. The new highway would be lightly trafficked and suitable for walkers, cyclists, horse-riders and carriage drivers.  There are no works proposed to Griffin Lane, which would remain a lightly trafficked rural lane.	Yes

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168	551	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This will provide access for all traffic traveling across the new road. The downside will see an increase in numbers passing through Hatch Beauchamp.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
169	551	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Again, this will increase traffic passing through Hatch Beauchamp. There will be congestion particularly past the Hatch Garage where there are always many vehicles parked. I think that NH should reconsider providing turn on and off access in both directions at the flyover.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
170	551	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference for Option 3. Reason: No vehicular link is required. But a footpath/bridleway is a necessity.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
171	551	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Provision of turn on/turn off access at the flyover would lessen the need for this link to extend past Windsor Farm.	<p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts.</p> <p>The existing A358 carriageway would be used as a local access road past Windsor Farm.</p>	Yes

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172	551	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	When this road improvement was first proposed some ten years ago the Highways authority stated that efforts would be made to construct the second carriageway to the south/west of the existing road. This has not been done with various reasons being given mostly relating to the preservation of ancient woodland. I am firmly of the belief that good engineering could change this.	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.	Yes
173	551	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Necessary for traffic traveling from Stewley in both directions.	National Highways welcomes support for the proposals.	Yes
174	551	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Additions: 1. Provide a bridleway from the Progressive School to West Hatch Lane. 2. Provide a bridleway from Capland Lane to Village Road.	As an outcome of consultation, the scheme now includes new highways at West Hatch Lane and Capland Lane. The highways would connect the Scout Camp link and West Hatch Lane and connect Village Road and Capland Lane (option 1 at consultation). Both of these new highways would be lightly trafficked and suitable for walkers, cyclists, horse-riders and carriage drivers.	Yes
175	551	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	It was stated at the consultation event that fill material for raising levels around Village Road would come from the Mattocks Hill cutting. This will be moved via a haul road so as to avoid construction traffic using the existing road. This will require the Griffin Lane flyover to be constructed early in the scheme. I believe that the haul road could be constructed to the south/west of the existing road and then be used for the new carriageway. It was also stated that the foundations for the piers of the flyovers would not be constructed using driven piles.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.  Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.  Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.  As part of the supplementary consultation for the scheme a revised main construction compound was put forward. This was located off the A378 close to Mattock's Tree Green. The provision of a temporary	Yes



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				bridge over the existing A358 is included in our proposals to significantly reduce the volume of construction traffic that would use the public highway during the works. As well as linking the construction site, which would otherwise be severed by the existing A358, the temporary bridge also links the construction site to the construction compound. The main compound has been sized based upon a resourced programme to deliver the scheme. It is a centralised location and is located close to and with direct access to the temporary bridge. Details of proposed haul roads and proposed compound locations are shown on Environmental Statement Figure 2.1 (Document Reference 6.3).	
176	1203, 708, 552	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Makes sense and will ease traffic flow at this busy junction	National Highways welcomes support for the proposals.	Yes
177	1203, 708, 552	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The retention of the route via Griffin Lane is essential for local traffic that uses hatch Beauchamp to travel east.	National Highways welcomes support for the proposals.	Yes
178	1203, 708, 552	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The bridge will allow residents and local users of the roads to continue their lives as before.	National Highways welcomes support for the proposals.	Yes
179	1203, 708, 552	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	I strongly object to option 2 to use Stewley Lane as the link and to any flooding improvements as these would increase the likelihood of my property flooding. No proper cost benefit analysis has been done (which would need to include me taking legal action to the tune of £1m for damages to my home and life). This is a waste of public money when joining the link road via Capland would not necessitate this work.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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180	1203, 708, 552	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Insufficient thought has been given to the Capland and Stewley Lane proposals. No-one has had the grace to talk to me when my property is so adversely affected. There have been no site visits to find out more about local surface and ground flooding which is essential.	<p>National Highways have continued to engage with this landowner and take on their feedback. A member of the drainage team has spoken specifically to them to understand their concerns and explain the commitments around flooding the project has to adhere to.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>A Flood Risk Assessment (FRA) has been prepared (see Environmental Statement Appendix 13.1, Document Reference 6.4) 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>	Yes
181	1203, 708, 552	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Far too costly to use Stewley Lane and grossly disadvantageous to Stewley Lane residents (as set out in 3c answer), therefore strongly disagree with parallel road between Stewley and Ashill junction-- Capland to Ashill is a better and cheaper option in the long term.	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) submitted within the DCO application.	Yes
182	1203, 708, 552	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	As I object strongly with some sections of the proposals, I cannot comment on the phasing.	National Highways acknowledges this comment.	Yes
183	1203, 708, 552	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The pink route was my preferred option for the new dialled road so the bats in the ancient woodland at Neroche are now protected.	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.	Yes

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184	1203, 708, 552	Do you have any other comments you would like to make about our proposals?	The proposals for Stewley lane have been dropped in at the last minute with insufficient thought or consultation with local Stewley residents. This consultation period is inadequate as has been the planning for this pa-t - poorly done!	<p>National Highways followed Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</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 EIA (Infrastructure) Regulations. As set out in the Statement of Community Consultation (Document Reference 5.1, 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 consultations and had the opportunity to contribute to them.</p>	Yes
185	553	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference for option 1. Reason: WE STRONGLY OPPOSE A CONNECTING LINK ROAD BETWEEN CAPLAND LANE AND VILLAGE ROAD, for the following reasons: (1) Our house is at the end of Capland Lane nearest to the A358 and a connecting road through to the village would create a rat-run for traffic and turn this quiet, single track lane into a dangerous place for pedestrians, children, horses, cats, dogs and other animals. The only people who drive down the lane at the moment are resident and their occasional visitors. WE WOULD THEREFORE PREFER TO LEAVE CAPLAND LANE AS A DEAD END, WITH JUST A FOOTPATH/BRIDLEWAY CONNECTING THROUGH TO THE VILLAGE. (2) A link road would also be extremely unsightly as currently our view is over trees and farmland. (3) These beautiful fields/farmland would have to be unnecessarily cut up and divided, causing immense difficulty for access by farmers and walkers alike, if a link road to the village went ahead. (4) Our neighbours and ourselves would far prefer to drive any extra distance to access the new dual carriageway rather than have Capland Lane connected to the village by anything other than a footpath/bridleway. (5) The additional noise pollution and fumes created by the traffic on a connecting road from Capland Lane to the village would severely upset, disrupt and interfere with our, and our neighbours', day to day lives as the proposed route would start from immediately the other side of our garden hedge, where currently we have beautiful fields and farmland. (6) My husband and I live in Capland Lane (my husband purchased our house over 30 years ago). In those 30 years, on the occasions of flooding in Stocks Lane and at Stewley, although the road may on occasions not be passable on foot, in my husband's recollection very rarely has there ever been an occasion where the roads have been impassable by vehicle. THEREFORE WE SEE NO REASON FOR CAPLAND LANE TO BE USED AS AN ALTERNATIVE ROUTE IN CASE OF FLOOD.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>The scheme boundary does not impact this land and the access to it will be unaffected.</p> <p>The Capland link is forecast to have a very small amount of local traffic using it to access Capland. This lane is not intended to be used as a through route to Ashill junction.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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186	553	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	If all four lanes of the proposed dual carriageway are sited as planned this will seriously affect the properties at the nearest end of Capland Lane, as the new road would take up most of the land between the current A358 and our property boundaries. Also there would be a considerable pollution aspect. Noise pollution and emissions from cars. Surely there would be less damage done if the lanes were sited at the other side of the current A358?	The new eastbound carriageway is located on this side of the existing for constructability purposes allowing for a traffic management switch from the old to new during construction and also to avoid impacting residential properties and woodlands on the southern side of the existing road.	Yes
187	553	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	(3) We reiterate our request that Capland Lane becomes a dead end.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.  The scheme boundary does not impact this land and the access to it will be unaffected.	Yes
188	553	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	(2) We request a high fence AND fast growing thick trees (Leylandii?) between the dual carriageway and the properties at the nearest end of Capland Lane.	Detailed three-dimensional modelling of noise has been undertaken and noise mitigation in the form of a low noise surface, bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This includes bunding and a fence on the eastbound carriageway from the junction with Bickenhall Lane to Capland, primarily to protect the community of Hatch Green. A barrier is not proposed for the end of Capland Lane where the proposed scheme will dip down into a cutting providing some natural benefit and a noise barrier is unlikely to be an effective and sustainable solution. 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. Other and appropriate noise mitigation measures are set out in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2).  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.	Yes
189	553	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	(1) We request a road surface that would ensure the least possible noise	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	Yes

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190	553	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	We would request that there be no intrusion into our existing lanes and that all construction portakabins, machinery etc is sited at least a mile away from any properties.	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p> <p>As part of the supplementary consultation for the scheme a revised main construction compound was put forward. This was located off the A378 close to Mattock's Tree Green. The provision of a temporary bridge over the existing A358 is included in our proposals to significantly reduce the volume of construction traffic that would use the public highway during the works. As well as linking the construction site, which would otherwise be severed by the existing A358, the temporary bridge also links the construction site to the construction compound. The main compound has been sized based upon a resourced programme to deliver the scheme. It is a centralised location and is located close to and with direct access to the temporary bridge. Details of proposed haul roads and proposed compound locations are shown on Environmental Statement Figure 2.1 (Document Reference 6.3).</p>	Yes
191	553	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Basically, I disagree with the whole project and its adverse effect on wildlife and the environment. It would be far wiser to first of all turn the A303 into a dual carriageway. However, this does not seem to be on the cards, so I feel I should limit my efforts to trying to change the areas that can possibly still be altered, in particular voicing my views AGAINST the suggestion of a link road from Capland Lane through to Village Road Hatch Beauchamp. I think it is of the highest importance that fast growing thick trees are planted along the boundary of the new dual carriageway and that a tall fence is also erected as an additional sound barrier, as well as a high bank of earth.	<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 Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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 scheme include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p>	Yes

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192	553	Do you have any other comments you would like to make about our proposals?	I really think that the A303 should be turned into a dual carriageway first of all! But with the A358 dual carriageway, I think there will still be a huge build up of traffic at the Southfields Roundabout. It may not stretch so far back, but the traffic jam will be two lanes wide. Same amount of traffic jam, just held up in a different formation! I don't know anybody from around here who thinks the whole project is a good idea.	<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 scheme 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 Strat12 (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>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 (RIS 3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes

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193	557	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>It is essential that the noise attenuation fencing on the proposed section between Stoke Road bridge and Mattocks Tree Green junction is continuous along the southern side of the route past residential properties located off Greenway Lane and, significantly, those properties on Stoke Hill which are raised above the route of the road and will therefore potentially be affected by noise from the new road if it is not properly attenuated. The design of the Mattocks Tree Green junction, with the dumbbell roundabout arrangement is excessive and overengineered. There is no need or justification for the scale of the roundabouts proposed at this junction, particularly on the southern / western side of the junction which only serves very minor back routes and minimal traffic. This part of the scheme is also in close proximity to the Blackdown Hills AONB and is on raised ground. Due to the nature of the scheme designed, the junction will require significant lighting which will have a detrimental impact upon the rural character of this location, the edge of the AONB setting and the ecology (i.e. bats) that are active in this locality. The design as it is will also be very expensive to deliver. As such, the design of this junction should be reconsidered and reduced in scale to limit impacts of this nature and reduce the overall costs of the scheme.</p>	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>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>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p> <p>National Highways 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>	Yes

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194	557	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Please see response to 1c re the Mattocks Tree Green junction: The design of the Mattocks Tree Green junction, with the dumbbell roundabout arrangement is excessive and overengineered. There is no need or justification for the scale of the roundabouts proposed at this junction, particularly on the southern / western side of the junction which only serves very minor back routes and minimal traffic. This part of the scheme is also in close proximity to the Blackdown Hills AONB and is on raised ground. Due to the nature of the scheme designed, the junction will require significant lighting which will have a detrimental impact upon the rural character of this location, the edge of the AONB setting and the ecology (i.e. bats) that are active in this locality. The design as it is will also be very expensive to deliver. As such, the design of this junction should be reconsidered and reduced in scale to limit impacts of this nature and reduce the overall costs of the scheme.	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.  National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.  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, 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.  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.	Yes
195	557	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I agree safe access should be provided but a simple 'T' junction would be adequate, not the roundabout solution proposed. Traffic to these locations is minimal and outside of peak times.	The proposed Mattock's Tree Green junction western dumbbell roundabout has been included into the design to accommodate the forecast volume of traffic flow expected between the A378 and the proposed A358 westbound carriageway on and off slip roads. The tie in with the new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm joins the roundabout to take advantage of a junction form already proposed.  Since the 2021 Statutory Consultation, the design of this roundabout and the link road has been amended slightly. The link road has been extended to West hatch Lane to give traffic from West Hatch Lane a more direct connection to the A358, and the direct link between the roundabout and Ash Road has been removed. Ash Road will join the new link road in a priority junction to the south of the roundabout. This is to reduce the likelihood of traffic using Ash Road as a rat run between the A358 and the south of Taunton.	Yes
196	557	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields	This is essential and should provide safe, off-road provision for cyclists between Ilminster and Junction 25 of the M5	National Highways welcomes support for the proposals.	Yes



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		roundabout? Please let us know the reasons for your response			
197	569	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Motorway traffic and local traffic needs greater separation. The proposed arrangement of the two roundabouts giving access to the M5 will generate congestion and will cause drivers to look for alternative (rat runs) through the local villages. The closure of Greenways lane and the re-routing of Stoke Road will cause traffic to look elsewhere. The cluster of private schools, colleges and businesses in South Taunton which generate much of this traffic is not easily accessed from Toneyway to the north of Taunton. Access through to south Taunton should be made simpler by reopening the old Ilminster Road through to the Blackbrook roundabout. Otherwise, the traffic currently using Greenways and Haydon will simply find another way through. Blackbrook is an industrial area. No residents in and around Blackbrook will be affected by this change.	<p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25 and Nexus 25 junction. 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> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.</p>	Yes
198	569	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	General: There is an imperative need for laybys along the whole length of the proposed road at suitable locations. However grass margins at carriageway level should be provided along the whole length of the road to allow broken down vehicles to pull off the running surface.	Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.	Yes

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199	569	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Visual/light pollution The visual impact of the proposed road will have a significant adverse effect on all the dwellings and footpaths in the hamlet of Haydon, Arundells Farm and the dwellings and footpaths on the road between Henlade and Stoke St. Mary. Bunding, planting, and acoustic fencing will be essential on the south side of the proposed A358, all the way from Nexus to Lower Henlade where the road is on an embankment, to screen the road (head and tail lights and noise pollution) from these dwellings. If street lighting is to be provided on the Nexus roundabout, it should be directed onto the carriageway surface with minimal light spillage and not extend along the new road.	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.  The environmental assessment has identified potential impacts and incorporated environmental mitigation measures into the scheme through changes to the engineering design, and provision of visual screening, environmental earthworks, and acoustic barriers where required.	Yes
200	569	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The design of the roundabout at the junction of the Langport road (Mattocks Tree Green) is an open invitation to use the rat run down Ash Road through Stoke St Mary to south Taunton. National Highways' own modelling suggests that up to double the current traffic would go through the village. In our view, this junction to the roundabout is unnecessary (there will be several ways the new road can be accessed from the village and West Hatch can access it from the new Scout Camp road). This link must not be built. The old A358 dual carriageway from Mattocks Tree Green to Henlade would seem to be a far higher standard of road than will be required to carry the greatly reduced volume of traffic using this connection once the new road is open. Does this not provide an opportunity to close one carriageway to vehicular traffic and use it as a cycle/footway/bridleway? Greenway Lane will quite rightly have no connection with the proposed A358. It is currently used as a rat run by high volumes of traffic approaching and leaving Taunton. Residents of Greenway Lane, Lower Henlade and Haydon will rejoice when it is closed. However, its closure will result in the rerouting of this traffic to other even more unsuitable roads. Ash Road continuing through Stoke St. Mary is the obvious alternative. This road in places is a single track road with limited forward visibility and very sub-standard passing places. There is also the potential for traffic from Creech St. Michael to cross at Henlade and travel in and out of Taunton via Haydon. Traffic management measures must be agreed and ready to be implemented on the day the proposed A358 opens. It is unacceptable for Highways England to create a significant problem off the line of their scheme and leave it to Somerset County Council to find a solution.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.  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.  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.  Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.  The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).  The current design of the proposed A358 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.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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201	569	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The proposed new road connection involves excessive land take and severs arable land to the extent that the use of the land on either side is severely compromised. A better option to maintain access to these properties and the Scout Camp would be to provide an under or over bridge (depending on the level of the proposed A358) from Village Road where it meets the new connection with Mattocks Tree Green Junction. (Alternatively) the new road should follow the line of the new A358 until it reaches the current access to the Scout camp and the school.	<p>The provision of a link and overbridge at this location was deemed unfeasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide a link to the Scout Camp and local business from the proposed Mattock's Tree Green junction.</p> <p>National Highways has sought to limit the severance of agricultural holdings which farm land 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. The 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 soils is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
202	569	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	During lockdown we saw what was possible when traffic was only generated locally. The community is preparing a traffic strategy for the village which will also be improved by the closure of Greenway Lane and the reduction of traffic through Lower Henlade. All this is dependent on reducing traffic down the Ash Road rat run.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
203	569	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	There are over forty horses in seven establishments within the village of Stoke St Mary and more in the rest of the parish. Many people cycle and more walk.	Provision for walkers, cyclists and horse-riders has been integral to the scheme design from options assessment to the current scheme that is being submitted for a development consent order. This has included liaison with a range of user groups, including those representing the local horse-riding community. Liaison with stakeholders has included the Ramblers, Taunton Area Cycling Campaign, Taunton Deane Bridleways Association and South Somerset Bridleways Association.	Yes

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204	569	Do you have any other comments you would like to make about our proposals?	An Expressway that begins at a roundabout notorious for delays and ends at a double roundabout of absurd design: that requires an enormous amount of elaborate design to accommodate local access that is currently simple; and that creates the potential for collateral damage through creating new rat runs, is overkill. The Henlade bypass is essential, beyond that, better design of access and egress from the M5 and the A303 would achieve 95% of the effect of the current scheme at half the carbon footprint.	<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>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
205	573	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	High level of traffic congestion already, will be worse once dual carriageway is in place	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
206	5'3	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Scale of Mattock's Tree Green</p> <p>In addition the proposals for the Mattock tree green junction with its two roundabouts seems excessive. There does not seem to be a need or justification for the proposed scale of these roundabouts especially on the south western side of the junction which only serves small back routes with little traffic. This part of the scheme is on raised ground close to the Blackdown Hills AONB . I am concerned the junction as proposed will require a great deal of lighting and this will have a detrimental impact on the rural character of this location, (close to AONB) and the ecology (i.e. bats) that are active in this locality. The design as it is will also be very expensive to deliver. Can the design be reconsidered and reduced in scale to both limit its impact on nature and reduce the cost of the scheme as a whole.</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>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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes

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207	573	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Noise mitigation I am concerned that noise pollution is dealt with adequately on the proposed section between Stoke road (new) bridge and Mattocks tree green junction. The noise attenuation fencing needs to be continuous along the southern side of the route past residential properties, particularly those on Stoke Hill which are raised above the route of the road and will potentially be significantly affected by noise from the new road if this isn't dealt with adequately	The scheme will include low noise surfacing to reduce noise emissions. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).  An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.	Yes
208	573	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I am concerned that noise pollution is dealt with adequately on the proposed section between Stoke road (new) bridge and Mattocks tree green junction. The noise attenuation fencing needs to be continuous along the southern side of the route past residential properties, particularly those on Stoke Hill which are raised above the route of the road and will potentially be significantly affected by noise from the new road if this isn't dealt with adequately. In addition the proposals for the Mattock tree green junction with its two roundabouts seems excessive. There does not seem to be a need or justification for the proposed scale of these roundabouts especially on the south western side of the junction which only serves small back routes with little traffic. This part of the scheme is on raised ground close to the Blackdown Hills AONB . I am concerned the junction as proposed will require a great deal of lighting and this will have a detrimental impact on the rural character of this location, (close to AONB) and the ecology (i.e. bats) that are active in this locality. The design as it is will also be very expensive to deliver. Can the design be reconsidered and reduced in scale to both limit its impact on nature and reduce the cost of the scheme as a whole.	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).  An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.  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, 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.  Details of the bat roost, bat activity, bat trapping and radio tracking and bat hibernation surveys are provided in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) and supporting Appendices 8.8 Ecological Baseline Report – Bat Roosts, 8.9 Ecological Baseline Report – Bat Activity, 8.10 Ecological Baseline Report – Bat Trapping and Radio Tracking and 8.11 Ecological Baseline Report – Bat Hibernation. The Environmental Statement (Document Reference 6.4) also includes a mitigation strategy for bats (Appendix 8.27 Ecological Mitigation Strategy – Bats) which has been discussed in meetings with Natural England to inform a bat mitigation strategy along agreed lines. All surveys have been undertaken in accordance with best practice guidance and details of survey methodologies are provided in the relevant bat reports. In summary, fifteen of the seventeen species of bat known to breed in the UK have been identified along the scheme and three of the four rarest species have been shown to have maternity roosts close to the scheme.  Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB	Yes

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				<p>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. The roundabouts provide traffic free-flowing means of accessing all movements at the junction and also include crossings for walking, cycling and horse-riding users.</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>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. 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>	
209	573	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Proposals again seem excessive. Would not a simple 'T' junction be adequate to serve the Somerset Progressive school, Scot camp etc rather than the proposed roundabout.	<p>The proposed Mattock's Tree Green junction western dumbbell roundabout has been included into the design to accommodate the forecast volume of traffic flow expected between the A378 and the proposed A358 westbound carriageway on and off slip roads. The tie in with the new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm joins the roundabout to take advantage of a junction form already proposed.</p> <p>Since the 2021 statutory consultation, the design of this roundabout and the link road has been amended slightly. The link road has been extended to West hatch Lane to give traffic from West Hatch Lane a more direct connection to the A358, and the direct link between the roundabout and Ash Road has been removed. Ash Road will join the new link road in a priority junction to the south of the roundabout. This is to reduce the likelihood of traffic using Ash Road as a rat run between the A358 and the south of Taunton.</p>	Yes
210	586	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The road needs up grading but it must be done in way that is sympathetic to residents and road users.	National Highways welcomes support for the proposals.	Yes
211	586	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Local residents in lower Henlade must also have good access to bus stops which are located on the a358 existing road.	<p>Stoke Road realignment would retain the existing cross-section that it ties into, i.e. a carriageway with a grass verge on both sides. Pedestrians and cyclists would be able to walk or cycle in the carriageway as they do at present, and the grass verge would provide a temporary refuge for pedestrians if needed.</p> <p>With the scheme in place, it would be easier for people walking to and from bus stops on the existing A358 to cross the road on either side of the junction with Stoke Road. The volume of traffic would fall by more than 90% with the scheme in place. There would be more gaps in the flow of traffic in which people could cross the road to reach bus stops on the other side and less delay.</p>	Yes

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212	586	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Agree with the bridge provided there are good pavements so that this bridge can be used for local traffic and pedestrians together.	National Highways welcomes support for the proposals.	Yes
213	586	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Noise mitigation It is essential that the noise reduction fencing and noise reducing road surfaces are used on the proposed section between Stoke Road bridge and Mattocks Tree Green junction. This section runs past residential properties located off Greenway Lane and, significantly, those properties on Stoke Hill which are raised above the route of the road and will therefore potentially be affected by noise from the new road if it is not properly accounted for with noise reduction measures.	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).  An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.	Yes
214	586	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Scale of Mattock's Tree Green The proposed 2 new roundabouts seem excessive at this junction, they are mostly serving a small community (Scout camp and Progressive school only) on the Ash Road side. There does not seem any justification for the scale of roundabouts at this junction with their light pollution and land take up. This area in particular is close to AONB and the impact on this environment should be kept to a minimum. Could a simple t-junction be used on this side of the junction? Also looks like a very expensive option and should be reconsidered. I would like to see more connectivity to the new road for local residents of Stoke Hill and Greenway Lane, who with the current proposals can only access the new road at this junction or J25 Nexus roundabout.	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. The roundabouts provide traffic free-flowing means of accessing all movements at the junction and also include crossings for walking, cycling and horse-riding users.  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.	Yes
215	600	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Flow on to the round needs to be easier. It is necessary as the situation going through Henlade is not acceptable.	National Highways welcomes support for the proposals.	Yes

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216	600	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	The leave the village connected I see this as necessary and it will significantly reduce the flow of traffic in Henlade	National Highways welcomes support for the proposals.	Yes
217	600	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	it is essential for Hatch Beauchamp to be connected to the new road.	National Highways welcomes support for the proposals.	Yes
218	600	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Please put this road in between Capland and Village Road, we live in Stewley and are hugely disaffected by the new road proposals. Any addition links to Hatch and the bridge over to Bickenhall are needed to save our farming business. You will be adding hundreds of mile to our journeys over the course of a year, Please let us have this additional link. To get to our land at Bickenhall we will have to drive to Rapps through the village and then back along the new road this road other wise. How will you compensate us for 50 years of future farming losses from 100s of miles of additional tractor driving around?	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
219	600	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	We need this link	National Highways welcomes support for the proposals.	Yes



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220	600	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	We need better access from Stelwey, as far as I can see this road is of no benefit at all to us. Why cant you just improve Southfields and Taunton end and leave the middle.	<p>Part of the proposed design includes a new link road which connects the village of Stewley with Ashill junction. This reduces the effects of severance and improves access to the new A358 for traffic from Stewley.</p> <p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
221	600	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Why do we need a new road, it is going to add time and mileage to any journey I do.	<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 scheme 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 Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the on the detailed design of the local roads mitigation will Continue into the next design stage.</p>	Yes

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222	600	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Would rather not have the road but we desperately need this one if it goes ahead. Would prefer a bridge to Wood Road though.	Wood Road connects to the proposed Ashill Link which provides a route to either the proposed Village Road (South) or to Ashill junction in order to cross the proposed A358 mainline.  A bridge here would not be feasible due to the level of the A358 which would result in a large impact to surrounding properties in order to provide a crossing.	Yes
223	600	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	It's a disaster for them all you, there are hardly any convenient crossings	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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).	Yes
224	600	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	We need the Stewley link to be created prior to the new road construction, we have to get artic lorries here on a daily basis it will not be possible for them to come on the back 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 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.  Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.  Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	Yes

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225	600	Do you have any other comments you would like to make about our proposals?	This road is not necessary, do either end at Southfields and Henlade and leave the rest, it is a disaster for local villages.	<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>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
226	605	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	After the road improvements carried out here at great expense nothing much has changed so adding bridges etc will make no difference. The real problem is Henlade and its speed limit and nothing you propose will make any difference even with your proposals although they will certainly have an impact on my village. Why do we have to have any 'improvements' at all? What everybody needs to learn is patience and we'll all end up where we want to be without ruining villages and the 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 Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
227	605	Do you have any other comments you would like to make about our proposals?	LISTEN TO LOCAL PEOPLE - WE LIVE HERE SO PLEASE LISTEN TO ALL OF US	<p>National Highways acknowledges this comment.</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 EIA (Infrastructure) Regulations. As set out in the Statement of Community Consultation (Document Reference 5.1, 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 consultations and had the opportunity to contribute to them.</p>	Yes

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228	611	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	A Village will be turned into a busy and unsafe way.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
229	611	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I will hold COUNCIL until more is thought about.	National Highways acknowledges this comment.	Yes
230	611	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	God help us/	National Highways acknowledges this comment.	Yes
231	611	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	The flood improvements must be considerable otherwise the hamlet in Stewley will be a no go area.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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232	611	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	God help us.	National Highways acknowledges this comment.	Yes
233	611	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Might be possible if no cars use it.	National Highways acknowledges this comment.	Yes
234	611	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Only good thing coming out of this.	National Highways acknowledges this comment.	Yes
235	611	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	as above otherwise we will have a 1/2 day trip to get to GP.	National Highways acknowledges this comment.	Yes
236	611	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	as above otherwise we will have a 1/2 day trip to get to GP.	National Highways acknowledges this comment.	Yes

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237	611	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Unworkable	National Highways acknowledges this comment.	Yes
238	611	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	More traffic build up disruption.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways 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 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.</p>	Yes

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239	611	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Waste of money.	<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 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, 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>Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
240	611	Do you have any other comments you would like to make about our proposals?	It is very apparant anyone driving this through does not living in the area. if you make as good a job and the smart motorways well god help us.	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.	Yes
241	622	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I live in Henlade and the volume of traffic through the village on the A358 is very worrying for my health and that of my children. The journey time from the M' to Southfields is very long and the road in it's single carriageway configuration has several pinch points and accident blackspots. I believe this scheme will benefit residents of villages along the route, as well as visitors to the area by reduce journey times and pollution. It will be a long process, and unfortunately some nice land will be built on, but overall I feel the benefits outweigh the downsides. It will enable more people to enjoy and settle in local communities like Ilminster, Yeovil and Chard, while being able to access the motorway network more quickly.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
242	622	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I think the separation of traffic from the major dueled A358 in this way is the safest and best way to do this and retains plenty of access options for locals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes

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243	622	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I think this the best and most futureproof way of achieving the overall scheme aims, but it is a lot of change for the area, so I can appreciate the uproar. Setting the junction into the hill will go some way to ameliorate the effect of the junction on the surroundings, but I do feel that more could be done to beautify the approaches and access roads.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
244	622	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I feel like more could and should be done to provide for cyclists here. I think a segregated carriageway avoiding any crossings of any access road is the most sensible way to go. This would be relatively expensive, but invaluable for the safety of the other road users.	National Highways looked at the pros and cons between providing for cyclists within the A358 corridor (online) or outside (offline). The design criteria were coherence, directness, comfort, attractiveness and safety. The case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest. The proposed offline route uses lightly trafficked roads and traffic-free tracks.  The offline cycle route takes account a range of criteria such as traffic flows and speeds. Measures to improve the offline infrastructure such as providing a segregated cycle track are constrained by the scheme boundary, which cannot include land for the purpose of enhancement.	Yes
245	624	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	It will ease congestion at the M5 roundabout.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
246	624	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Absolutely necessary to avoid splitting up the village of Henlade and to facilitate access to the old A358 for residents of Stoke Road and Mount Somerset.	National Highways acknowledges the general support received in relation to the design proposals.	Yes



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247	624	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Enables connectivity to and from major local roads and links from otherwise semi isolated villages.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
248	624	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	This is essential to avoid goods vehicles having to use unsuitably narrow lanes for access.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
249	624	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This is absolutely essential to facilitate access for Hatch Beauchamp west bound traffic whilst avoiding unsuitably narrow lanes.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
250	624	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know	If the proposed service road from Ashill to the proposed Hatch Beauchamp flyover is extended to Bickenhall lane it would not be necessary.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes

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		the reasons for your response			
251	624	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	It would be far more desirable to create an additional full junction at this point with bridge over and on and off slip roads for both Eastbound and Westbound carriageways and linking the proposed service road from Ashill and as previously suggested Bickenhall lane.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
252	624	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference for option 1. Reason: Absolutely necessary to provide local residents access to Hatch Beauchamp without massive additional mileage.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
253	624	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Vital for connectivity between local communities and also combined with suggested new additional Junction at Hatch Beauchamp (East) would dramatically reduce forecast increase in traffic through both Hatch Beauchamp and Ashill which are the most adversely affected villages along the whole route (excl, Henlade).	National Highways acknowledges the general support received in relation to the design proposals.	Yes
254	624	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The junction is absolutely necessary however appears to be overcomplicated by the re-routing of Rapps road and massive greenfield land take.	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.  The 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. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

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255	624	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This connection would be much better served by your original suggestion in 2007 and earlier this year of a Kenny overbridge plus a non highway-standard single lane track from the overbridge to the sewage treatment plant and a much shorter and economic land usage of a link between Park Barn lane and an improved Rapps road.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
256	624	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This will greatly improve connectivity between Broadway, Ilton, Thickthorn, Hastings Rapps and Ashill reducing unnecessary mileage and carbon emission for years to come.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
257	624	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This will greatly improve connectivity between Broadway, Ilton, Thickthorn, Hastings Rapps and Ashill reducing unnecessary mileage and carbon emission for years to come.	National Highways acknowledges the general support received in relation to the design proposals.	Yes

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258	624	Do you have any other comments you would like to make about our proposals?	Your proposals to remove 18 access points and replace with one between the Mattocks Tree Hill Junction and Southfield roundabout, a distance of five miles, are showing complete disregard for the health safety and lifestyle of the residents of the villages and communities along the route. Nobody has looked at the effects of gritting in winter. Most of these side roads do not come under the winter schedules for gritting therefore the massive increases in traffic movement will dramatically increase the risk of accidents and demands on emergency service. The condition of many of the side roads that will become essential in everyday life are already sadly lacking in maintenance and will undoubtedly become much worse with the predicted increase in traffic movements.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed. As such, all of the direct local road accesses have been removed and access to Mattock’s Tree Green junction and Ashill junction are provided.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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259	630	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	It will be impossible to cross the new road except by means of a bridge or preferably a tunnel. I do not know how many people will be affected by the provision of this bridge and would be concerned about noise levels and safety	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</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>	Yes
260	630	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Judging by the visualisation of the proposed Ashill Junction what started out as an extension of the A358 to a dual carriageway has become the place where all roads meet. I could not find anywhere in your literature the justification for building so many new roads!	<p>The proposed junction at Ashill comprises of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.</p> <p>The additional links shown at the Ashill Junction ensure connectivity to adjacent communities is maintained.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p>	Yes
261	630	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	But of course it will all be worth it because it will take 5 minutes less to drive from Taunton to Southfields. What a strange world we live in.	<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 scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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262	630	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The initial decision to create a super highway was flawed. The actual way to deal with an increased connection to the South West was of an extension of the A303 to Exeter and an upgrade of the A358 to a dual carriageway. Instead we have the worst of all worlds. No second route to the West and my neighbours losing their livelihood and their home.	<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 scheme 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 Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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 (RIS 3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
263	630	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I had a road in front of my cottage and the A358 150 metres away and now I have two roads within 100 metres.	National Highways acknowledges this comment.	Yes
264	633	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	As I live in the village of Ashill, which I chose for its low traffic use - I will be strongly affected by the proposals. Traffic from all other villages will now be filtered through Ashill.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>The traffic calming measures changes proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes

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265	633	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	As above. As a resident of Ashill, I will be the most affected by these proposals. Removing 18 junctions send all the traffic through Ashill.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>The traffic calming measures changes proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes
266	633	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	As above. As a resident of Ashill, I will be the most affected by these proposals. Removing 18 junctions send all the traffic through Ashill.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>The traffic calming measures changes proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes
267	635	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Any improvements are welcomed	National Highways welcomes support for the proposals.	Yes

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268	635	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Stoke road is important to the local traffic	National Highways welcomes support for the proposals.	Yes
269	635	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is a very well used road up to the Garage and on to Langport for us . The new junction to the M5 or the 303 we hope will be a big help to all in the our yard.	National Highways welcomes support for the proposals.	Yes
270	635	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Yes there should be good access . The route shown here worries us because of our security, at the present the back of our yard is not visible and open yard storage of diggers and dumpers and general plant is secure and not looked on by passing traffic, this would change that,	National Highways have continued to engage with this landowner. The design in this area has been changed following statutory consultation and woodland planting is now proposed between the Scout Camp link and this business. This will help to screen the business for local users of the road.  Furthermore, taking into account consultation feedback, the design in this area has been changed so access to this business will remain off Ash Road.	Yes
271	635	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This needs to be a good direct link	National Highways acknowledges this comment.	Yes



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272	635	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This route needs to stay open so a bridge is a good !!	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
273	635	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	im not sure what is best here	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
274	635	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	im not sure , there are local people who would be better placed to comment on this,	National Highways acknowledges this comment.	Yes
275	635	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	locals are better placed to comment really	National Highways acknowledges this comment.	Yes
276	635	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	locals would be the best ones to ask	National Highways acknowledges this comment.	Yes

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277	635	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	ask the locals they have better knowledge than me .	National Highways acknowledges this comment.	Yes
278	635	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	ask the locals they have better knowledge than me .	National Highways acknowledges this comment.	Yes
279	635	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	can only be a good thing	National Highways welcomes support for the proposals.	Yes
280	635	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The access for all our tenants daily work trips in an out of our yard is our priority , we really hope you can help that happen while you are building around us.	National Highways have continued to meet with this landowner and discuss the access arrangements. Following statutory consultation the design of Ash Road was amended and now no longer impacts on the existing landowner access.	Yes

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281	635	Do you have any other comments you would like to make about our proposals?	We value our front gate only entrance, it our security , its how we have a full yard and a thriving business. I would add that im worried about increased traffic through stoke st mary to get to Mattocks Hill , most of this is narrow lane especially Stoke hill,	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>National Highways have continued to engage with this landowner. Taking into account consultation feedback, the design in this area has been changed so access to this business will remain off Ash Road.</p>	Yes
282	637	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	My only concern would be the Double roundabout situation from the M5 for East bound traffic. The M5 roundabout and the new Nexus roundabout have little storage space for traffic volume Eastbound being only duel carriageway.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.</p> <p>There is no significant difference in the amount of delay between a signalised Nexus 25 junction versus an enlarged roundabout arrangement during typical peak period operation. The signalisation allows better control of traffic flows, and accommodation of tidal movements into and out of the Nexus 25 employment site at different times of day.</p>	Yes
283	637	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	I believe that from West Hatch Lane identified as number 7 on the map right through to Cad Road / Broadway should be left as a single carriageway road, perhaps with overtaking lanes and better run off's and run on's for all the side roads. The current road travels at 50mph for the whole day and only gets bogged down at the junctions at both ends and perhaps for the odd tractor. Improving the road rather than rebuilding it would be financially sensible and equally not destroy the local inhabitants access to the A358. This would also save the environment, additional traffic on minor roads and still give the brief you are working to a with a working road at 50mph.	<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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes

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284	637	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The access for locals would send them down much narrower roads to enable access to the A358.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
285	637	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The access for locals would send them down much narrower roads to enable access to the A358.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
286	637	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	I do not agree with the cutting off of the minor roads	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
287	637	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	The building of so many minor roads to allow the local villagers to connect with the A358 and equally to get from one side to the other affects so many locals, generally to a worse case than they are currently situated. I would for instance have to drive a additional 5 miles to get to my neighbours across the road. Therefore to keep the road as it is with improvements to the junctions in my opinion would resolve the problems of local connections to the road.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact</p>	Yes

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				<p>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 methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
288	637	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	I believe the road in this section currently flows at a adequate speed, generally at 50mph without alteration to a duel carriageway. The enabling of passing places would ease the problems when tractors or slower vehicles have to use the road.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes
289	637	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This is a monumental undertaking not only for the new road, but for all the diversions to the existing road system and this would cause increased usage of the minor roads for access to the A358.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
290	637	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This is a monumental addition to the minor road which leads to Stewley and will encourage usage to Hatch and beyond, of which the road system does not exist beyond Stewley.	<p>Stewley Link provides a dedicated route for communities on the eastbound side of the A358 to access the proposed A358 via Ashill Junction. This single carriageway link would provide access to property along the northern side of the route from the Capland area including the sewage treatment works and Park Lane, as well as providing emergency access to Royal Naval Air Station Merryfield.</p> <p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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				The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
291	637	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This is a monumental addition to the minor road which leads to Broadway and will encourage usage to Broadway and beyond, of which the road system would become a cut through to the A303 west, missing out the Ilminster roundabout.	<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 methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
292	637	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This is a monumental addition to the minor road which leads to Broadway and will encourage usage to Broadway and beyond, of which the road system would become a cut through to the A303 west, missing out the Ilminster roundabout.	<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 methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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293	637	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I believe that the existing road fulfils its use as a 50mph main road without becoming a Duel Carriageway until you reach the Ilminster Roundabout.	<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>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
294	637	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The route is difficult to encompass with the joining of the minor roads. Many of these will become rat runs as getting access to the A358 becomes difficult or creates a longer journey for many.	<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 methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
295	637	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The phasing of the road will take a considerable amount of planning during construction where any part of the old road and its junctions are being affected. Accessibility for land owners and property owners is paramount to the success of the project.	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 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
296	637	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	I consider that the amount of Environmental studies sadly outweighs the information or care provided to the property owners, who are hardly consulted, without seeking out to do so. There seems to be more emphasis on the wild life preservation than human occupation. I believe the whole scheme is detrimental to the wonderful environment we currently have.	<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) submitted within the DCO application.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes

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297	637	Do you have any other comments you would like to make about our proposals?	The scheme is set up for a motorway standard road, which ends at a road which is woefully inadequate (A303) and until that is sorted it is another dual carriageway going nowhere. Example A30 Exeter-Honiton. The scheme is flawed by not going ahead with the original scheme of duelling the A303 from Ilminster through to Honiton, which was planned during the late 20 <sup>th</sup> century. By using the A358 which because of its short length between the A303 & M5 seems to be a quick fix which in time will again become sadly another traffic jamb of the future.	<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 scheme 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 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>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 (RIS 3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
298	643	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Unnecessary.	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.	Yes
299	643	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Unnecessary.	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.	Yes



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300	643	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Unnecessary.	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.	Yes
301	643	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Unnecessary.	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.	Yes
302	643	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Unnecessary.	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.	Yes
303	643	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Unnecessary.	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.	Yes

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304	643	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Easier access to the Ashill junction from Hatch Beauchamp avoiding flooded lanes.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
305	643	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Unnecessary.	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.	Yes
306	643	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Unnecessary.	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.	Yes
307	643	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Unnecessary.	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.	Yes
308	643	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Unnecessary.	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.	Yes

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309	643	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Unnecessary.	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.	Yes
310	643	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Insufficient information available.	National Highways looked at the pros and cons between providing for cyclists within the A358 corridor (online) or outside (offline). The design criteria were coherence, directness, comfort, attractiveness and safety. The case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest. The proposed offline route uses lightly trafficked roads and traffic-free tracks.	Yes
311	643	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Irrelevant as I disagree with the whole enormous project.	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.	Yes
312	643	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	All these environmental assessments and considerations are obviously necessary.	National Highways welcomes support for the proposals.	Yes

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313	643	Do you have any other comments you would like to make about our proposals?	I disagree with the whole vast scheme in that it takes up too much agricultural land and would destroy trees and hedgerows, which are very necessary in view of global warming. Yes, we do need the A358 to become dual carriageway and we do need to retain access for most local roads, but on a much smaller scale than this 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 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <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>	Yes
314	648	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	large loss of good agricultural land	<p>The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
315	648	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	concerns about 2 way traffic into hatch beauchamp on very narrow road causing gridlock also needless crossing of good agricultural land on east side when exhisting bickenhall lane could be used	<p>National Highways has sought to limit the severance of agricultural holdings which farm land 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>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
316	648	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	agricultural land along capland lane farmed by us and others will be unfarmable without this link for large machinery (combine, forager,rake ect) as we currently access this land from the a358 the stocks lane road from our other land and farmstead in curry mallet and beercrocombe is too narrow with high hedges each side for access with such machinery.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
317	648	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	this access must be kept open for large artic lorries to access hatch beauchamp, beercrocombe and curry mallet from the a303 ie milk tankers 730 visits a year into curry mallet alone also feed,fertiliser,fuel,and grain collection lorries (about 500 a year)+many others.	<p>National Highways understands this is referring to the closure of the existing Village Road junction with A358 and is concerned that HGV access is not maintained to Hatch Beauchamp, Curry Mallet and other areas east of the route as a result.</p> <p>The scheme would maintain adequate access to Hatch Beauchamp via the Ashill junction, Ashill Road link and Village Road link (south) for traffic travelling from the A303 and via the Mattock's Tree Green junction and Village Road link (north) for traffic travelling from the M5.</p>	Yes
318	648	Do you have any other comments you would like to make about our proposals?	this road should not be built. you are funneling 2 major buisy roads onto the m5 which is already at full capacity and gridlocked on holliday weekends.	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.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
319	660	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I disagree because of the large increase in traffic through Hatch Beauchamp. We will have to put up with the noise and disruption for the time that the work goes on.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposals.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	Yes
320	660	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	We agree because it will help the traffic congestion and also bypassing Henlade	National Highways welcomes support for the proposals.	Yes
321	660	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We do agree that this will be much safer.	National Highways welcomes support for the proposals.	Yes

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322	660	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	We agree to give us access	National Highways welcomes support for the proposals.	Yes
323	660	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	We disagree because of the increase in the traffic coming through Hatch Beauchamp.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the proposals.  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.	Yes
324	660	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Traffic as before	National Highways acknowledges this comment.	Yes
325	660	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	To Provide safe access	National Highways welcomes support for the proposals.	Yes
326	660	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us	For access purposes	National Highways welcomes support for the proposals.	Yes

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		know the reasons for your response			
327	660	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Happy with your plans.	National Highways welcomes support for the proposals.	Yes
328	662	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	The plans for the new layout at Mattocks Tree Hill would completely deface the beautiful natural lie of the land cause huge disruptions to the wildlife. The new road will ruin farmland and quiet villages just because highways want to increase the traffic flow to the westcountry. People want to come here to get away from the busy city life - this road will ruin the whole reason people live or visit the westcountry.	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.  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.  The case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes



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329	662	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We farm both sides of the A358 and we cross the road daily to feed cows. With the closure of the West hatch junction it would add an extra hour on to our day to get around the new road - meaning we would have to drive through the village of West Hatch (a quiet and peaceful village that doesn't get much traffic) at least twice a day! Not to mention all the farm machinery that would also be travelling through village when are making hay in the summer. We would have to use this junction more than once a day to feed cows, move cows, make hay and driving large farm machinery. The plans for the new layout at Mattocks Tree Hill would completely deface the beautiful natural lie of the land and cause huge disruptions to the wildlife. The new road will ruin farmland and quiet villages just because highways want to increase the traffic flow to the Westcountry. People want to come here to get away from the busy city life - this road will ruin the whole reason people live or visit the Westcountry. I do not agree with the widening of the A358 - you should be considering improving the A303 to Exeter and discourage people to use the A358.	<p>National Highways has sought to limit the severance of agricultural holdings which farm land on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered that 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>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>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 case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Following feedback from statutory consultation National Highways have amended the design in this location and an extension to West Hatch Lane is proposed which connects it to Mattock's Tree Green junction via Huish Woods Lane and the Scout Camp link. This will enable access for this landowner via Mattocks Tree Green Junction.</p>	Yes
330	662	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Yes you will need to give them access but there is no need to widen the A358 so there would be no need to add—a new connection. I do not agree with the widening of the A358 - you should be considering improving the A303 to Exeter and discourage people to use the A358.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes

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331	662	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Whilst if the widening of the A358 does go ahead Hatch Beauchamp will need its own access it must not be used as a cut through when there is an accident on the A358 as this will cause a ridiculous amount of traffic coming through the village. Furthermore we sell cider because we have sign directing people off of the A358 to Hatch Beauchamp (1/2 a mile) - 95% of our sales are bought to us this way. We will not get customers if they close this junction and have village traffic from the top of Mattocks Tree Hill - So not only is this affecting our farm but also our produce sales! I do not agree with the widening of the A358 - you should be considering improving the A303 to Exeter and discourage people to use the A358.	<p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses, and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and the M5 Junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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332	662	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	You will be affecting not only us but all the farmers in the area and all the inhabitants of the surrounding villages. If you encourage even more traffic to use A358 imagine all the noise travelling to the once quiet and peaceful villages - they live here because its quiet and peaceful. This is our home and livelihood. There will be an increase of all sorts of traffic of quiet country lanes that are often used by horse riders, children and cyclists - because they won't be able to get on to A358 as easily BECASUE YOU ARE PROPOSING TO CLOSE AT LEAST 13 JUNCTIONS AND TURN THE A358 INTO A MOTORWAY!	<p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
333	662	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	If this new road layout does go ahead there will be a need for a bridge to connect the villages - however I would fear that this would increase the rate of traffic in these lovely quintessential villages. Driving inhabitants and visitors away.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
334	662	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let	Yes, I would hope that this would stop people using Village Road as a cut through. Although I still do not agree with the A358 road improvement scheme for all the reasons mention in my past answers!	<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 acknowledges the general support received in relation to the design proposals to divert Village Road via a bridge.</p>	Yes

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		us know the reasons for your response			
335	662	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	If you use option 2 or 3 it will increase the traffic using stocks lane to get to hatch Beauchamp and other neighbouring villages! These are very quiet single track roads used very frequently by horse riders and for moving livestock! and they flood.. However, option 1 would causer greater inconvenience to the inhabitants of that area as it would add a lot time to get on to the A358.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
336	662	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This would allow local traffic to move freely without having to use the A358.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
337	662	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The walls that you are proposing to run alongside the A358 yes may refract SOME noise but this will be pointed towards other 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).  Where noise barriers would cause noise increases at noise sensitive properties on the opposite side of the carriageway, noise barriers would include an absorptive lining to reduce reflected noise.	Yes
338	662	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This will cause a irreversible damage to the wildlife in this area as well as the farmland!	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.	Yes

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339	662	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This would be needed otherwise you would have too much traffic using village road.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
340	662	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	No this would cause too much disruption to the residents in that area.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
341	662	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	No this would cause too much disruption to the residents in that area.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
342	662	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Destruction of wildlife, farmland and peoples homes!	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).	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
343	662	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	It would be good to connect Hatch Beauchamp side to West Hatch side for cyclists and horse riders so that they can get to the Herepath safely.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>On the south-western side of the scheme, the restricted byway along Bickenhall Lane would have a direct connection with the Neroche Herepath. On the north-east side, there would be a direct connection to bridleway T 14/8, which would be diverted but still run alongside the scheme. These connections would provide a continuous public right of way between the Neroche Herepath, across the scheme and to either Hatch Beauchamp or Hatch Green.</p>	Yes
344	662	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Greater consideration needs to be taken for improvements of Southfields Roundabout to cope with traffic flow. More attention to be paid to Henlade area as that's where the traffic problem occurs the rest of the A358 from Mattocks Tree Hill to Ilminster should be left alone.	<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) exit, 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>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>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes

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345	662	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Huge irreversible damage caused to several species including and not limited to: pine martins that live near Bickenhall and have been excluded from your PEI report. As well as destruction of ancient woodlands and hedgerows. We live in a world we should be protecting not destroying.	<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 Environmental Statement sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures. The environmental case for the scheme is set out in the Case for the Scheme (Document Reference 7.1).</p> <p>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>	Yes
346	662	Do you have any other comments you would like to make about our proposals?	More efforts should be made to encourage people to stay on the A303 rather than increasing the rate of traffic flow to the A358.	The A303/A30 route through the Blackdown Hills will remain a possible route that can be chosen by drivers travelling to and from the South West peninsula. The case for the A358 scheme does not rely on all strategic traffic travelling along the A303 corridor to switch from the A303/A30 route through the Blackdown Hills to the new A358. The scheme will provide network resilience, particularly during the summer peak period, when the A303/A30 route can become very congested.	Yes
347	662	Do you have any other comments you would like to make about our proposals?	You have not taken into consideration the local residents enough - this is their home and their livelihood. It affects, their businesses, their mental wellbeing and their lives.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
348	666	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Noise - It is essential that the noise attenuation fencing on the proposed section between Stoke Road Bridge and Mattocks Tree Green Junction is continuous along the southern side of the carriageway to protect houses on Greenway Lane and particularly properties on Stoke Hill which are raised above the route of the road and will therefore be adversely affected by the noise from the new road if not properly attenuated. The wall should be of sufficient height ( at least 4m ) , concrete and coloured green—on its outside surface, A quiet road surface material should be used. Visual - the road and noise containment wall should be screened with trees , and all street lighting should be minimised. The width of the central reservation should be kept to a minimum to avoid unnecessary destroying of the countryside and landscape	<p>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. As part of this process the height of the noise barriers is designed to give the optimal sound reduction whilst taking other factors (e.g. visual impact) into account. The materials to be used for the noise fence barriers will not be decided until the detailed design phase but they will be specified to give a minimum required sound reduction passing through the fence or wall and the visual impact of the noise barriers will be taken into account.</p> <p>An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.</p>	Yes

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349	666	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The design of the Mattocks Tree Green Junction with the double roundabout arrangement is excessive and not required considering the traffic volumes of the roads it will serve, particularly on the southern/ western side of the junction which only serves minor routes. This part of the scheme is also close to the Blackdown Hills AONB and is on raised ground making it a very visual scar on the landscape and, unnecessarily destroying a large area of countryside . The size of this junction should be significantly reduced in scale Any lighting here will have a significant and detrimental impact for nearby residential properties as it will be so prominent, and also have a negative impact on the rural nature of the landscape. There should be no lighting at this junction	<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>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>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>	Yes
350	666	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	A simple T junction would be adequate to serve the Somerset Progressive School and Scout camp, rather than the roundabout proposed	<p>The proposed Mattock's Tree Green junction western dumbbell roundabout has been included into the design to accommodate the forecast volume of traffic flow expected between the A378 and the proposed A358's westbound carriageway on and off slip roads. The tie in with the new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm joins the roundabout to take advantage of a junction form already proposed.</p> <p>Since the 2021 statutory consultation, the design of this roundabout and the link road has been amended slightly. The link road has been extended to West hatch Lane to give traffic from West Hatch Lane a more direct connection to the A358, and the direct link between the roundabout and Ash Road has been removed. Ash Road will join the new link road in a priority junction to the south of the roundabout. This is to reduce the likelihood of traffic using Ash Road as a rat run between the A358 and the south of Taunton.</p>	Yes
351	666	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Maximise screening with trees (4m both sides of the carriageway) minimise street lighting . Use a quiet road surface material. Plant embankments with wildlife compatible plants and flower . Install a noise containment wall wherever possible, which is designed to blend in with the soil/ countryside	<p>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. Other and appropriate noise mitigation measures are set out in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes



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352	666	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Maximise screening with trees (4m both sides of the carriageway) minimise street lighting . Use a quiet road surface material. Plant embankments with wildlife compatible plants and flower . Install a noise containment wall wherever possible, which is designed to blend in with the soil/ countryside	<p>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. Other and appropriate noise mitigation measures are set out in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2).</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>	Yes
353	666	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The design unnecessarily destroys additional countryside because it does not keep the linking roads as close as possible to the dual carriageway. Standard overbridge with on/off roads leading from the dual carriageway should be considered.	<p>The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green and Ashill junctions are provided.</p>	Yes
354	666	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Keep width of central reservatoin to a minimum, current plan unecessary destroys additional countryside Maximise screening with trees (4m both sides of the carriageway) minimise street lighting . Use a quiet road surface material. Plant embankments with wildlife compatible plants and flower . Install a noise containment wall wherever possible, which is designed to blend in with the soil/ countryside . Height to be minimum of 4m Use quiet road surface Plant embankments and marooned land with wildlife compatible flowers and plants	<p>The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>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. Other and appropriate noise mitigation measures are set out in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2).</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>	Yes

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355	669	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	It will effect and destroy the lives of all the people living in the local villages.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). In conclusion,	Yes
356	669	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	It is a totally waste of money for a road that never needs to be built.	<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 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, 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>Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
357	669	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	It will destroy large swathes of our lovely Somerset countryside and turn us into an urbanised area.	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.	Yes
358	669	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	What has been done so far is a total waste of money and a lot of people are afraid to use the Nexus roundabout and are having to drive miles extra to avoid it.	The proposed design change to have the Nexus 25 junction as a signalised junction would better accommodate a crossing of the A358 for walkers and cyclists. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout and Taunton Gateway Park and Ride. The signalised crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.	Yes

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359	669	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Because the lack of junctions on the new road people are going to be forced to drive around the lanes causing extra miles and time on their journeys and causing an issue for walkers, horse riders and animals. It will be a nightmare as the lanes will become so very busy.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes
360	669	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Because again the same as above. It will totally turn the village into a rat run and destroy the lives of the villagers	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
361	669	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	All options pathetic and have you driven down Stock Lane which can rise to 4ft deep	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences Of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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362	669	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	How much longer will it take for emergency vehicles to reach our properties if any of these stupid proposals go ahead.	<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 the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
363	669	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Blight on the landscape Total devastation and destruction of our beautiful countryside turning us into an urbanised area. Unless you put right Southfields roundabout and dual the A303 to Exeter when the road is blocked, which it is frequently, all they will have created is a four lane traffic jam, which the locals will now be caught up in. At the present we can always find a way round to get round. Also how are they going get emergency vehicles through the four way traffic jam without any side roads. The answer to the A303 is a viaduct across the valley at Marsh which could be made a thing of beauty as all other viaducts are.	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.	Yes
364	669	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	All as above But taking up more of our precious farmland at a time when half the world is starving.	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.	Yes

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365	669	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Leave it as it is	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.	Yes
366	669	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Why should the local people have to suffer this debacle just to shave a few minutes of time off the journey of people who travel the road occasionally.	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.	Yes
367	669	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	It will destroy our lives during it construction and then after it is built.	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.	Yes
368	669	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Basically it a total waste of money for a road that doesn't need to be built and a destruction of our countryside.	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.	Yes
369	669	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	As above and as it is going to be a fast road I understand that fast cars use more fuel so how does that help our environment The locals are forced to add several miles to their journeys every time they venture out.	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.	Yes
370	669	Do you have any other comments you would like to make about our proposals?	Redacted response - strong expression of objection to the proposals	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.	Yes

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371	672	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Bridge is essential!	National Highways welcomes support for the scheme	Yes
372	672	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Essential access to A378	National Highways welcomes support for the scheme	Yes
373	672	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This road could join the new roundabout direct rather than at a junction with A378?	The scheme has since been improved and would provide an improved arrangement with the T-junction removed and Village Road link (north) realigned to join the roundabout directly.	Yes
374	672	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	No opinions on this as I do not use these roads.	National Highways acknowledges this comment	Yes
375	672	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Henlade bypass is urgently needed, so prioritise route between M5 and Mattocks Tree Green junction (A378).	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes

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376	673	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The road requires updating and following existing road seems better option, but with comments taken into consideration in points 1b, 1c, 2a, 2b, 2c and 2d.	National Highways acknowledges this comment and welcomes support for the scheme	Yes
377	673	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Access It appears to be only access to our property from old A358 (existing road), to Presidents Court At Stoke Hill so we have to agree.	National Highways welcomes support for the scheme.	Yes
378	673	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	The new road would be close to properties all along this section, so noise reduction features would need to be in place everywhere including fences/hedges/noise reduction road surfaces. It is essential that noise reduction fencing is used all along the southern side of the route to reduce noise to residential properties along Greenway Lane and Stoke Hill.	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).	Yes
379	673	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	How do we access the proposed new road from Illminster direction, if coming from our property at Presidents Court. Would like to see spur off of new road to access Greenway Lane (for residents only).	Access to the proposed new road from Presidents Court will be via the existing A358 at either Nexus Junction or Mattocks Tree Green Junction. Greenway Lane will not be connected to the A358 and so access to the existing A358 will be via Stoke Road.	Yes
380	673	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The Mattocks Green junction proposal appears to be an overkill of roundabouts for such small connecting roads. The junction at Ashill seems a better solution, could this option be adopted at Mattocks Tree Junction Instead of current proposal? Or just a simple T-junction here to serve the Progressive School and Scout Camp.	The proposed Mattock's Tree Green junction western dumbbell roundabout has been included into the design to accommodate the forecast volume of traffic flow expected between the A378 and the proposed A358's westbound carriageway on and off slip roads. The tie in with the new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm joins the roundabout to take advantage of a junction form already proposed.  Since the 2021 statutory consultation, the design of this roundabout and the link road has been amended slightly. The link road has been extended to West hatch Lane to give traffic from West Hatch Lane a more direct connection to the A358, and the direct link between the roundabout and Ash Road has been removed. Ash Road will join the new link road in a priority junction to the south of the roundabout. This is to reduce the likelihood of traffic using Ash Road as a rat run between the A358 and the south of Taunton.	Yes

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381	673	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	This section of the scheme runs very close to Blackdown Hills and Henlade Woods both areas of AONB, therefore we would like to see this part of the scheme have minimal impact on the environment and surrounding area. Please DO NOT put an expensive and light polluting set of roundabouts at this junction when a simpler solution could be found to service small under used facilities.	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, 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.	Yes
382	673	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
383	673	Do you have any other comments you would like to make about our proposals?	If the scheme is to proceed, please consider impact of noise and light pollution to local residents of this new road. We request that adequate access to footpaths and walking routes are given and that noise reducing road surfaces are used for construction purposes.	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Public rights of way would be retained as much as possible and the scheme includes new off-road routes and new crossings. Some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive. Proposals for walking, cycling and horse-riding (WCH) 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes
384	675	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The recently upgraded junction to include the Nexus 25 site is a rather confusing layout as 2 lanes turn into 3 lanes but the left hand lane seems superfluous and confuses drivers.	The scheme as presented at the 2021 statutory consultation included enlarging the existing Nexus 25 roundabout due to the new A358 connection and to provide adequate capacity for the predicted traffic flows. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 supplementary consultation. This change was made to facilitate the inclusion of a safe crossing point for walkers and cyclists across the A358, and to improve the flow of traffic between this junction and M5 junction 25. Operational modelling has been undertaken to understand what the most appropriate form of junction is to accommodate the traffic flows with the scheme while also meeting the objectives of providing a safe crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ride site would all be retained.	Yes
385	675	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Extra bridges are not needed. Leave existing access roads as they are,	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.	Yes



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386	675	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Some consideration is needed for the school/Scout campsite for access.	National Highways acknowledges this comment	Yes
387	675	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This will cause a rat run and be a problem for residents/businesses.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
388	675	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Bridge would have to be too wide to accommodate vehicular/walkers/riders safely. An accident waiting to happen.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
389	675	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The bridges planned will only take traffic from one side to the other - no access to A358. More access to A358 needed.	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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes

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390	675	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Residents on Capland Lane are worried that this will cause more traffic to it's quiet lane but without a link between Capland Lane and Village Road, everything on the western side of the 358 will have to go all the way to one of the new junctions, just to be able to go back up the 358 the other way to be able to get back to Hatch Beauchamp, adding miles to a relatively short journey. More pollution, more emissions!	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
391	675	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Such a lot of land grab seems overkill. This will destroy the lovely little village of Ashill.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
392	675	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	It will add more miles to a journey to Taunton, but without it anyone living on the eastern side of the 358 are marooned. The single lane roads on the eastern side are not big enough to take all vehicles that would need to use them.	<p>The dualling 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>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes

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393	675	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Local roads will become rat runs upsetting 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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
394	675	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Local roads will become rat runs upsetting 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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
395	675	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Southfield Roundabout is notorious for congestion, especially on Friday afternoons. If this were sorted the road would run smoothly without the need for the rest of the new scheme.	<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) exit, 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>	Yes

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396	675	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Not enough information included in your consultation booklet to form an opinion.	Consultation Report Chapters 4 and 7 sets out the documents that were made available and where during the consultation. 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. 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.	Yes
397	675	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	This area has had much road building, causing disruption to travellers over the last few years. This A358 scheme will disrupt all travellers/residents for several more years. It will cause many more delays, not to mention the environmental devastation of both habitat and wildlife and air and noise pollution. I believe that this scheme will be detrimental to walkers, cyclists and children. Excessive land grab will put local farmers possibly out of business as they will find it difficult to access land in large farm vehicles. Address Southfield and Henlade junctions and leave the rest of A358 alone.	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
398	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	* Air Quality. I moved from London. My asthma has been much better since living here. More cars on my doorstep will be detrimental to my and others health.	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) (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.	Yes
399	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	* Climate Change. Covering more countryside with yet more and more concrete/tarmac is going impact our carbon footprint The more road we lay the more vehicles will come to use it. The road runs well with the exception of both ends, which bottlenecks. Change them and leave the rest	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.	Yes

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400	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	* Cultural Heritage. Listed buildings and conservation areas will be wiped out just to enable traffic to travel at 1 mile per minute. Is it worth it? I think NOT.	<p>Environmental Statement Chapter 6 Cultural heritage (Document Reference 6.2) describes the impacts of the scheme, with additional detail within the supporting appendices (Document Reference 6.4).</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>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>	Yes
401	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	* Landscape. So many mature trees a–d hedgerows will be removed to provide space for the road. These cannot be replaced easily - likely not in my lifetime!	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.	Yes
402	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	. * Biodiversity. Currently I see deer, pheasants, bats, buzzards, badgers and mink on my field. You can't build new habitat for them and expect them to just move on, some are likely to die.	<p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>Habitat protection measures are detailed within the EMP, such measures include the establishment of no-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>	Yes
403	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	*Noise & Vibration. 3 years + of road building will create a lot of additional noise. Having heavy duty road building machinery spending weeks and months constructing this scheme as well as the traffic trying to get through will create noise and vibration.	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).	Yes

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404	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	*Population & Health. Cutting off all side roads will cut off communities. Rural areas like this need connectivity to other small villages/hamlets not just the large towns. I personally wont be able to enjoy my land as I do now due to the increased noise factor and air pollution.	<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) submitted within the DCO application.</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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2).</p> <p>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). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.</p>	Yes
405	675	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	* Road drainage & Water. So much extra hard surface will mean extra water run off. The solution to this is yet more land grab to provide ponds for this water.	As set out in Environmental Statement 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.	Yes

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406	675	Do you have any other comments you would like to make about our proposals?	<p>This scheme will rip apart the local communities by removing 18 junctions/accesses to the A358, and replacing them with 1 new one at Ashill plus a network of roads linking local villages on the western side, but not connecting to the new dualled A358. The eastern side will have very little choice of how they move around without using the new dualled road. Farmers who have land on both sides will have to access their fields via the new scheme adding many miles in their farm machinery - not good for the environment! Without the old access roads, if there is an accident there won't be any way off the A358 so causing traffic jams. The A358 works well with the exception of Southfield and Henlade. If these 2 areas were addressed the monetary saving would immense, the travel time would be improved and the amount of disruption to the local residents be lessened. So much for 'England's Green and Pleasant Land'. It looks like it is going to be destroyed so that caravanners (who are seen for 3 months of the year), and lorries can travel at 1 mile per minute along this 8 mile stretch, saving them just a few minutes, If the government decide to lower the national speed limit in response to emissions and global warming measures, what point is there in building this new road?? COP 26 was all about doing what we can to save our planet. Can you really justify loosing so many trees and hedgerows that so much of our wildlife depend on? Air pollution, noise and harmful emissions will definitely increase. Why did we bother with COP 26?</p>	<p>The dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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) exit, 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 the 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>	Yes
407	678	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	<p>I don't feel this is necessary. I do not feel the A358 at this point needs to become a quicker road and feel access to stoke road and Lipe Lane are necessary. It will cause disruption to current roads and wildlife. It will cause a further 'rat runs' through other villages to get on to the A358.</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>	Yes

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408	678	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I think these roundabouts are completely unnecessary. Creating these roundabouts will tear up the current wildlife in the surrounding areas, as well as adding to noise pollution. Also more unnecessary street lighting. On top of this, it is creating a greater carbon footprint to build and maintain these roundabouts. It is just not needed. It is pointless without the southfields roundabout being upgraded.	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.  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, 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.	Yes
409	678	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I do not feel this is necessary. It causes greater traffic around these areas. Further DESTRUCTION to wildlife in and around the surrounding areas. It causes these roads to be quicker which is not required.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  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) submitted within the DCO application.	Yes
410	678	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I feel the current connection and access to Huish Woods Scout Campsite and local businesses is sufficient - as I use these regularly. I don't feel a need to change them. It is a waste of resources, money and time.	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.	Yes



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411	678	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	STRONGLY DISAGREE. This will cause far greater traffic along village road. It is already very unsafe with a number of motor incidents along Village Road. How will these village roads be maintained? They are not suitable for a large increase in vehicle use. It is supposed to be a nice quiet country village road. It will cause a serious RAT RUN for access to the A358 for a number of the surrounding villages.	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.  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 (ComMA) (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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.	Yes
412	678	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	This is not needed. There is no need for this to become a dual carriageway. It will cause further destruction to wildlife, further pollution and noise pollution to the surrounding area. It is already an incredible loud and fast road. There is SO much wildlife on Griffin lane that will be impacted. So many bats that will be effected.	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.  National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.	Yes
413	678	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I disagree that this bridge will be needed. If it is needed I feel it should only be available for walkers, cyclists, horse riders & agriculture machinery. NOT standard vehicles as it will cause hatch beauchamp to become a serious rat run and the village roads are not capable of maintaining the increase in use - there will be no economic benefit to hatch beauchamp and surrounding areas.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
414	678	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Not necessary. Flyovers at Bickenhall lane and Village road will mean that traffic from surrounding areas (i.e. West Hatch / Ashill / Neroche) will all be directed through Hatch Beauchamp if wanting to get to th A358 - the village IS NOT suitable for this. It's a huge mistake.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.	Yes

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415	678	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s–Lane and provide localised flood improvements Reason: Keep as it is. Nothing needs to change - waste of time and waste of money.	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 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, 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.	Yes
416	678	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Again, we don't need to add flyovers / make the road bigger & faster. Will be awful for local villages whoaren't equipped for this extra traffic. Ruining a lovely rural area.	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.	Yes
417	678	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Strongly disagree with the proposals - as have explained in previous answers.	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.	Yes
418	678	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Strongly disagree with all changes.	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.	Yes
419	678	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	It's better in this respect but at the cost of much wider and bigger problems.	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 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, 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.	Yes
420	678	Please let us know if you have any comments on our proposals for construction,	I don't want to think about this as I don't want to imagine that this will actually go ahead.	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.	Yes

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		including the proposed phasing			
421	678	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	This will be an absolute atrocity for the environment and for the climate. At a time that the world needs to come together I can't believe that this is even being considered - I would understand if it was going to do some good but this hasn't been thought through properly - it's going to create further problems at the expense of people's lives, the environment, the wildlife and the climate. PLEASE DON'T 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>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>	Yes

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422	678	Do you have any other comments you would like to make about our proposals?	Local people don't want this project. It needs to be cancelled. Strongly disagree with the A358 - it'll create more traffic through Hatch Beauchamp and other villages. 3-5 years of construction work - noise, pollution, disruption, more traffic as a part of the development. The tailbacks will double. Huge environmental impact. No economic benefits to Hatch Beauchamp and local villages. Current plan for local access means Hatch Beauchamp will become a rat-run. No sliproads where needed - flyovers at village road and bickenhall will re-direct lots of traffic through Hatch. Village road not equipped for more traffic. The proposals defeat the original purpose of A358 as a bypass of Hatch Beauchamp. Henlade will be saved while Hatch Beauchamp is thrown under the bus. Significant increased traffic, farm machinery and lorries on narrow village roads Dangerous - for school, playground, residents. Worse air wuality, noise, light and pollution Worse quality of life. If the road does go ahead we want a dual carriageway not 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>National Highways acknowledges the comment about additional slips, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost which would outweigh these benefits. An additional junction would also have additional environmental impacts.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
423	679	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Don't think we should be maki–g the A358 bigger under any circumstances / any location. More traffic / faster traffic along A358 - will create more traffic through Hatch Beauchamp and through other villages. Will be making it a much quicker 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>	Yes
424	679	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Totally unnecessary - will ruin a currently lovely rural area - more traffic, more lighting, more noise. Huge impact on carbon footprint at a time when we really need to be caring about the environment. A very green area at the moment with important wildlife there & in surrounding areas. Years 'f construction work, huge environmental impact. Southfields roundabout isn't being upgraded so won't make a difference as bottleneck will still be there and huge amount of traffic.	<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 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) exit, 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>	Yes

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425	679	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Strongly disagree. Further disruption to wildlife / environment - huge carbon footprint –which isn't needed. The proposals defeat the original purpose of the '358 as a bypass of Hatch Beauchamp - what a waste of money and time that was for something which also won't work / won't make things better!	<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>	Yes
426	679	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	NO. More traffic along village road - village road isn't a suitable road for more traffic!! we've lived her for 6 months and have already witnessed 2 terrible accidents along this road. This is a village, not somewhere for increase traffic - would need much more maintaining = more costs = more pollution = higher carbon footprint. Totally unnecessary. Also very dangerous - this is a local village with small school / children. Quiet area. No economic benefits to Hatch Beauchamp and local villages. This will mean Hatch Beauchamp will become a rat-run. Current plan is no sliproads where they are needed. Residents are opposed to a 2-way public vehicle flyover at Bickenhall lane - there should just be better access to walkers / horses etc. Proposals defeat the original purpose of the A358 as a bypass of Hatch Beauchamp - this plan will make it worse. It is only good for Henlade, not for any other local villages - you'll find the same problem (albeit much worse) in the years to come. Will ruin quality of life for residents - noise, light pollution, dangerous road.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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427	679	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	NO. the A358 does not need to be widened - this will only create a faster road, with more noise for the surrounding villages. It's loud enough as it is. Further destruction to wildlife and environmental impact. Lots of wildlife living on Griffin lane.	<p>The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p> <p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity</p>	Yes
428	679	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Flyover over Bickenhall lane - if this is open to public traffic it will create a rat-run through Hatch Beauchamp. If we have this it should be for agricultural vehicles, cyclists and pedestrians only. If we have this it'll route traffic from Neroche, West Hatch, Ashill, Staple Fitzpaine through Hatch Beauchamp to get to the A358. Village road isn't suitable for increased traffic which will cause further issues.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
429	679	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Again just creating an unnecessary faster road with more traffic / pollution / noise. Wanting to close off every turn off so that traffic can more through faster but means local villages hugely affected with nothing to gain as will still be a bottleneck at the other end. Again will direct traffic from surrounding areas (West Hatch, Ashill etc. through Hatch Beauchamp to get to the A358. This proposal is totally against Hatch Beauchamp - it'll ruin our village and surrounding areas at a costly price while not making other issues any better.	<p>The dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes
430	679	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements. Reason: nothing needs to change.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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431	679	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	I disagree with the proposal and for any changes / adding bridges / making the roads bigger. Not allowing current access to A358 will have a huge impact to local villages.	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.	Yes
432	679	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Strongly disagree - everything about this proposal is awful. You're just rushing it through as quickly as possible so that the environmental impact won't be taken into consideration. It's a big mistake - don't you care at all about the climate / pollution etc.?	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.  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).	Yes
433	679	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Strongly disagree with all proposals for making changes.	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.	Yes
434	679	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	This plan will be better for cyclists / walkers etc. to cross but at the expense of everything else- it's not a big enough problem to create what you're wanting to create.	National Highways acknowledges this comment and would like to state that the scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. The Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers the magnitude of impact including on journey length.  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.	Yes
435	679	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	No comment - I'm hoping that it won't actually go ahead and that sense will be seen / it will be stopped.	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.	Yes

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436	679	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	THIS IS SO BAD FOR THE ENVIRONMENT. There is so much lovely wildlife around the areas - wildlife which needs to be respected. Bats, deer, otters, birds. By doing this you're doing it at the expense of all this. More pollution to the environment, so bad for the climate at a really important time. You might think that this is a small thing in the grand scheme of things but every little thing makes a difference.	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). The environmental case for the scheme is set out in the Case for the Scheme (Document Reference 7.1).	Yes
437	679	Do you have any other comments you would like to make about our proposals?	Local people don't want this project. It needs to be cancelled. Strongly disagree with the A358 - it'll create more traffic through Hatch Beauchamp and other villages. 3-5 years of construction work - noise, pollution, disruption, more traffic as a part of the development. The tailbacks will double. Huge environmental impact. No economic benefits to Hatch Beauchamp and local villages. Current plan for local access means Hatch Beauchamp will become a rat-run. No sliproads where needed - flyovers at village road and bickenhall will re-direct lots of traffic through Hatch. Village road not equipped for more traffic. The proposals defeat the original purpose of A358 as a bypass of Hatch Beauchamp. Henlade will be saved while Hatch Beauchamp is thrown under the bus. Significant increased traffic, farm machinery and lorries on narrow village roads Dangerous - for school, playground, residents. Worse air wuality, noise, light and pollution Worse quality of life. If the road does go ahead we want a dual carriageway not an Expressway.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (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.  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
438	686	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	No comment other than support for a Henlade bypass	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
439	686	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This seems to push more traffic through Hatch Beauchamp on completely unsuitable narrow lanes	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.  As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.	Yes



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440	686	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
441	686	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The removal of junctions seems to push more traffic through small villages on unsuitable roads, which seems undesirable. This doesn't directly affect us as we live further south, but the odd experience of being diverted through these lanes has been slow and stressful as often it is single track road.	The dualling 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.  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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.	Yes
442	686	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	With the closure of Cad Road turn off to the south, the traffic volumes on Rapps Road will more than double. Ilton traffic already consists of heavy farm vehicles and lorries that ignore the local speed limit, causing risk to life and property. Heavy traffic currently is using both Rapps and Cad road turn offs to access the a358 and often do so in an unofficial "one way" setup - so as to avoid meeting each other (the road is often too narrow for lorries to safely pass without stopping). Vibrations are already causing damage to Grade II listed walls. The increase in volumes could be mitigated by traffic calming measures to limit the speed that these heavy vehicles use Rapps Road. It's only a matter of time before someone is killed on this road. I suggest Cad Road is kept open if only for access TO the a358, ie as a slip road - access from the A358 would not be needed if cars/lorries could use Rapps road to go north and Cad road to go South via the a358 A speed camera on Rapps road would be good too	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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.  National Highways acknowledges that there is an increase in traffic forecast down Rapps Road as a result of the scheme, however it notes that the current capacity of Rapps Road exceeds the amount of traffic forecast to use Rapps Road as a result of the scheme. As part of the mitigation measures incorporated into the proposed A358 design, the junction radius of the Cad Road/Rapps Road junction will be widened to accommodate for large vehicles turning between Cad Road and Rapps Road.	Yes
443	686	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thicket Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The A358 currently is just a short distance across open fields to Rapps. This, with just 2 lanes. With the increase to 4 lanes, and the increase in speed limit, we anticipate much higher rates of noise pollution - the Broadway lane makes this 6 lanes! We request extension of the noise cancelling measures to the east side of the A358 from the Southfields roundabout to the Ashill turn off and again, the retention of the Cad road turn off as a slip road entering the A358	The scheme will include a low noise road surface to minimise the spread of noise to all locations. This will result in generally neutral effects from the proposed scheme in the area around Rapps, although there will be some noise increases on the local road through Rapps. The predicted noise impacts and effects are shown graphically on Environmental Statement Figures 11.2, 11.3, 11.4 and 11.5 (Document Reference 6.3) and are reported in Chapter 11 Noise and vibration (Document Reference 6.2) and Appendix 11.5 (Document Reference 6.4).	Yes

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444	686	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Noise cancellation measures (fences, special tarmac etc) required as open fields to Rapps and increase from 2 lanes to 6 lanes will cause significant extra noise Retention of Cad Road to A358 as an access to (rather than exit from) slip road Traffic calming measures on Rapps road to reduce risk to life and property	<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 Figure 7.8 Environmental Masterplan, Document Reference 6.3.</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 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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes
445	686	Do you have any other comments you would like to make about our proposals?	The dualling is simply not required between Henlade and Ashill - traffic flows steadily and only slows through Henlade and approach to the M5, and approach to the a303. The closure of so many junctions is going to cause significant issues to locals and the cost seems excessive considering what is actually needed (a better slip road to the a303 and a Henlade by pass)	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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 dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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446	687	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood 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>However, taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
447	687	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Environmental, quality of life	<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>	Yes
448	687	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Leave as is	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.	Yes
449	690	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Huge bottleneck with dangerous queueing traffic on M5 at busy periods. However, work done so far doesn't seem to have made much difference to the junction.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
450	690	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	There needs to be a link but I think people will use it as a rat run to avoid the M25 junction.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes

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451	690	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I think this section needs to be treated separately from the rest of the project. It is essential that Henlade has a by-pass, whatever else does or does not happen.	National Highways agrees that the issues highlighted in Henlade and at Southfields roundabout are two key issues that the scheme aims to address.  The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
452	690	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	What a blot on the landscape this will be. Why the need for two roundabouts when the traffic-light junction with the A378 works perfectly well?	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.  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.	Yes
453	690	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Have no knowledge of the effect of this either way.	National Highways acknowledges this comment.	Yes
454	690	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	The connection is vital, as it looks like the only feasible way for Hatch Beauchamp residents to access the A358/A378. However, accessing the A378 via a T junction seems crazy and will result in long queues at busy times. If there must be a roundabout here, why does Village Rd not join the roundabout directly?	The scheme has since been improved and would provide an improved arrangement with the T-junction removed and Village Road link (north) realigned to join the roundabout directly.	Yes

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455	690	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This bridge is vital for the farming community and would be a wonderful asset for locals enabling them to walk, ride, cycle across to the Blackdowns. BUT If public vehicle access is allowed it has the potential to become a rat run for access to the A358, significantly increasing traffic through the village, and undermining safety. Bickenhall Lane, an extremely narrow country lane, is widely used by walkers, riders and cyclists and is already dangerous at certain times of day. Denying public vehicle access to the bridge would be one positive effect from this sorry plan.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
456	690	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	What a horrible eyesore this will be. Hatch Beauchamp needs access to the A358 here to avoid everybody, including businesses, having to drive miles out of their way to get anywhere.	<p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts.</p> <p>The dualling 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>	Yes
457	690	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: The PEIR implies that flooding is an occasional problem, but that is not the case and with global warming the situation will only get worse.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>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>	Yes
458	690	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This is a good example of asking our opinion on something which is only necessary because of something which shouldn't be happening in the first place! If there has to be a bridge at Village Road, then it makes sense to maintain the connections.	National Highways acknowledge this comment and welcomes support for the scheme in the case of the Village Road bridge.	Yes
459	690	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I can't comment because, frankly, I can't begin to understand it. Somerset's answer to Spaghetti Junction?	The proposed junction at Ashill comprises of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.	Yes

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460	690	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	This section, more than any, will scar the countryside and completely alter the rural aspect of this lovely area for ever.	<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 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
461	690	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Best of a bad job since much of the environment people want to enjoy will be adversely affected by the road scheme.	<p>National Highways acknowledge concerns 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>	Yes
462	690	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Noise, pollution, disruption for years - what's to like?	<p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant effects during construction on air quality.</p> <p>There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors.</p> <p>The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.</p>	Yes

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463	690	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	I think the key is the word "preliminary". Caveats are everywhere. It feels like lip service because we all know that the impact will be considerable.	<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 Environmental Statement sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures. The environmental case for the scheme is set out in the Case for the Scheme (Document Reference 7.1).</p> <p>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>	Yes
464	690	Do you have any other comments you would like to make about our proposals?	I am completely unable to understand why this road is even being considered before the A303 is upgraded. This will be a complete white elephant - a way of travelling faster between two established bottlenecks. Why an "Expressway"? It is completely inappropriate and unnecessary. The road just needs to be dual carriageway. The reason that the plans for local traffic are such a pig's breakfast is because the needs of the people who live here were not considered when the type of upgrade was originally chosen. We may be just outside the AONB but that doesn't mean that it is ok to trash the rural feel of our 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 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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p> <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>	Yes
465	690	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us	Not in a position to comment.	National Highways acknowledges this comment.	Yes

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		know the reasons for your response			
466	692	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We think the proposed sound barrier is not long enough. It should go way further past our property. Disappointed that the mature hedge will be removed opposite our bungalow, which will obviously destroy the wildlife habitat that it supports. We have endured numerous visits from various organisations with regard to bats, newts and flora etc., yet something that is definitely important to local wildlife is being eliminated. The small woodland area outside Neroche farm is being destroyed to support the new connecting road to the old A358. Another area that supports birds, bees and other wildlife. It is our opinion that the original slip road could be used for this purpose.	<p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity.</p> <p>The movement of the scheme away from respondent's property coupled with the improved low-noise road surface, results in a predicted noise benefit at this property. The noise barrier designed to reduce noise levels around Wood Road and Kenny extends just past the property and provides further noise benefit. The predicted noise impacts and effects are shown graphically on Environmental Statement Figures 11.2, 11.3, 11.4 and 11.5 and are reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2) and Appendix 11.5 (Document Reference 6.4).</p>	Yes
467	692	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	This is a bottleneck point on the A358 when entering Henlade .	National Highways acknowledges this comment and confirms that the scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
468	692	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The proposed A358 development will have a devastating impact on Hatch Beauchamp and other villages near the road.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) (Document Reference 6.2).	Yes



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469	692	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local Villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
470	692	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Safeguard habitats from noise and pollution. Also to get on with it ASAP.	<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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p> <p>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.</p>	Yes
471	695	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I'm strongly opposed to the dualling of the A358 and all the proposals connected to it. Under the Environment section in the Consultation Booklet you state: 'We are considering how the project fits within the landscape, which is close to the Blackdown Hills Area of Outstanding Natural Beauty, and we're assessing the potential' effects on the area's special qualities and characteristics.' How can the visualisation of the proposed Mattock's Tree Green junction looking east towards the A378 have taken any of the above into consideration?	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.	Yes

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472	695	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	As a resident of Bickenhall Lane, my property literally shakes when larger vehicles pass and the manhole cover/drain outside my house has suffered substantial damage in the past. The gable end fascia and guttering of the house has also suffered damaged caused by a high sided vehicle. Carrying out maintenance to the road side of the house is hindered by passing traffic. Increased traffic on this narrow country lane will impact negatively on the properties of the lane by causing potential structural damage. Traffic from Bickenhall, Curland and other villages to the west of the A358 will be funnelled down a single track lane. The traffic often travels at high speed as the 30mph speed sign is placed on the Village Road side of the neighbouring house, The Old Pound. It is dangerous walking my dogs along the lane and dangerous when edging my car out of my drive. Increased traffic will hinder the access of emergency vehicles.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
473	695	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The proposal defeats the original purpose of the A358 as a bypass of Hatch Beauchamp. It will lead to an increase in traffic, farm machinery and lorries on narrow village roads, including single track roads and those without pavements.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
474	695	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 3 – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements</p> <p>Reason: I'm strongly opposed to the dualling of the A358 and all the proposals connected to it.</p>	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local Villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
475	695	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the	I'm strongly opposed to the dualling of the A358 and all the proposals connected to it. The proposal defeats the original purpose of the A358 as a bypass of Hatch Beauchamp.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes

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		reasons for your response			
476	695	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Under the Environment section in the Consultation Booklet you state: 'We are considering how the project fits within the landscape, which is close to the Blackdown Hills Area of Outstanding Natural Beauty, and we're assessing the potential effects on the area's special qualities and characteristics.' How can the visualisation of the proposed Ashill junction looking east towards Ilton have taken any of the above into consideration?	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.	Yes
477	695	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I am strongly opposed to the proposed construction which is an abomination. The removal of 18 junctions which currently provide access on to the A358 t' be replaced with just one just beggars belief. The proposal is not a dual carriageway but an Expressway. We don't need such a big road and huge land-grab in such a rural environment and for such a small stretch of road. What a complete waste of money. It will cause years of distribution and a HUGE environmental impact in a time when all households should be looking at ways to reduce their carbon footprint. The proposals defeat the original purpose of the A358 as a bypass of Hatch Beauchamp. The proposal will lead to an increase in traffic, farm machinery and lorries on narrow village roads, including single track roads and those without pavements such as Bickenhall Lane. As a resident of Bickenhall Lane, my property literally shakes when larger vehicles pass and the manhole cover/drain outside my house has suffered substantial damage in the past. The gable end facia and guttering of the house has also suffered damaged caused by a high sided vehicle. The village is home to both a primary school and a nursing home. The increase in traffic will prove dangerous to both children and care home residents putting the safety of vulnerable people at risk. The proposal is utterly pointless without the Southfields roundabout being upgraded first. The cause of any congestion here is due to the A303 being single lane both east and westbound. Surely the congestion will just double as two lanes try to access the A303? All the proposal will achieve is to carve up the rural communities and cause chaos on single track lanes with absolutely no economic benefits to the affected villages.	<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) exit, 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>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 dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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478	695	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	We should all be looking to reduce our carbon footprint - how can this proposal be justified within the current climate change environment? The destruction of wild life habitats is a crime. Somerset is a county of rare and endangered species and unique landscapes. The proposal will be detrimental to air quality due to the increased volume of traffic and the funnelling of increased traffic on narrow village roads. It will adversely impact the cultural heritage and turn rural countryside into an urban jungle and dramatically increase noise and light pollution.	<p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity.</p> <p>National Highways recognises the significance and sensitivity of the landscape. The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in Environmental Statement Chapter 7 Landscape. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>Environmental Statement Chapter 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>	Yes
479	695	Do you have any other comments you would like to make about our proposals?	Reduce the speed limit on the existing road to 50 mph and install speed cameras. Dual the A303.	<p>Design speeds for local roads have been agreed as per the Statement of Common Ground with Somerset Council (Document Reference 7.3) and the proposed A358 will be a derestricted dual carriageway therefore allowing vehicles to travel up to the National Speed Limit.</p> <p>The improvement of the A303 is not included in the scope of this scheme and would receive limited improvements necessary to ensure that Southfields roundabout would operate within the requirements of the scheme. Further improvement of the A303 would be considered as part of Government's Road Investment Strategy 3 (RIS3)</p>	Yes
480	695	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I'm strongly opposed to the dualling of the A358 and all the proposals connected to it.	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.	Yes

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481	1110	Do you have any other comments you would like to make about our proposals?	Strongly oppose the proposed dualling of the A358 based on the following: 1. The scheme would drive up traffic and carbon emissions which is unacceptable in a climate emergency and when our NDC commitment under the Paris Agreement means we need to make a 68% cut to carbon emissions by 2030. The climate chapter of the environmental report states that the extra traffic from the scheme would increase carbon by another 80,000 extra tonnes (not including the carbon loss by the cutting down of trees, site clearance, soil disturbance and land-use change).	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.  National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.  National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate 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.	N/A
482	1110	Do you have any other comments you would like to make about our proposals?	2. The scheme would lead to severance of local communities and public rights of way. 3. non-roadbuilding alternatives have not been examined.	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
483	1110	Do you have any other comments you would like to make about our proposals?	4. The consultation is too rushed at just 6 weeks for such a large and complex scheme.	National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapters 2 and 6 of the Consultation Report (Document Reference 5.1), the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects (NSIPs). This provided adequate time for people to prepare for and respond to the consultation	N/A

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484	1110	Do you have any other comments you would like to make about our proposals?	<p>In further detail, I oppose the scheme based on:</p> <p>1. Section 1 – Mattock’s Tree Green Junction. Henlande needs a bypass, but the bypass should incorporate the existing road to the south of the entrance to the village and does not require a parallel GD300-standard expressway, which will create unnecessary environmental impact and damage.</p> <p>2. Section 1 - This area of countryside has already been blighted by urban sprawl from the 'park and ride' scheme and proposed Nexus 25 development. Any further road development must be minimised.</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 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 (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 has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.</p> <p>Prior to that approval and in January/February 2018, the ‘Pink’ option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the ‘Pink’ option, as that was the most likely configuration of the scheme at the time.</p> <p>Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the ‘Pink Modified’ option, which was announced as the preferred route by National Highways in June 2019.</p> <p>In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.</p> <p>Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the ‘Pink’ option to ‘Pink Modified’ option would have been unreasonable at that time and could have jeopardised that important project.</p>	N/A
485	1110	Do you have any other comments you would like to make about our proposals?	<p>3. Section 2 – Mattock’s tree Green Junction to Griffin Lane. I strongly disagree with the proposal which is a concrete nightmare.</p> <p>4. Section 2 – The proposed roundabouts are unsightly, consume far too much greenfield land, and would create extensive light pollution at the top of the hill, impacting all villages to the South and the views from the Blackdowns AONB.</p>	<p>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock’s Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</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, including the Blackdown Hills AONB. 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

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486	1110	Do you have any other comments you would like to make about our proposals?	5. I strongly disagree with the proposal of a new connection linking Village Road to Mattock's Tree Green junction – The proposal creates needless environmental damage to a greenfield site and is not required. This, alongside the lack of proposed access to the A358 for other villages, would create a rat-run through Hatch Beauchamp.	<p>The decision to provide the new Village Road link (north) to Mattock's Tree Green has been evaluated as beneficial overall for local communities.</p> <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 (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>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	N/A

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487	1110	Do you have any other comments you would like to make about our proposals?	<p>7. Section 3 – The proposed flyover will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses, and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents, along with potential structural damage to properties located directly on the lane.</p> <p>8. Section 3 – The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase noise pollution and accidents. The traffic will be forced to pass the village school, the children’s playground, a nursing home, and local businesses through roads which have parked cars, few streetlights and no pavements.</p> <p>9. There is no reason to dual the section of the A358 at all.</p> <p>Scenes such as the above will be commonplace as vehicles are forced to reverse onto Village Road as a large vehicle approaches via Bickenhall Lane. Bickenhall Lane is currently seen as unsuitable for heavy goods vehicles, yet the proposal will force all traffic down a narrow single-track lane.</p>	<p>The decision to provide the new Village Road link (north) to Mattock’s Tree Green has been evaluated as beneficial overall for local communities.</p> <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 (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>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock’s Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	N/A
488	1110	Do you have any other comments you would like to make about our proposals?	<p>10. Section 4 – Ashill junction to Southfields roundabout. The ‘new parallel roads’ on each side of the A358 create needless environmental and ecological damage, and a spaghetti junction of roads well suited to an urban environment, but completely inappropriate and ill-suited to rural south Somerset.</p> <p>11. Section 4 – Local residents clearly know and understand that there are two bottlenecks on the existing road – the single lane, 30mph road through Henlade, and Southfields roundabout. The rest of the road flows freely. The Southfields roundabout requires upgrading and the A303 should be dualled.</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>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>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 (RIS 3) 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



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489	1110	Do you have any other comments you would like to make about our proposals?	12. Section 5 – I strongly disagree with the proposals on the basis that they are unclear and not outlined properly in the consultation brochure and I do not have access to the PEI report.	<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>	N/A
490	1110	Do you have any other comments you would like to make about our proposals?	13. Section 6 – I have no comments regarding the proposed phasing as I believe the project should not go ahead.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>	N/A
491	1110	Do you have any other comments you would like to make about our proposals?	14. Section 7 – I strongly believe that the general public should be consulted on the environmental impact of the project once the Environmental Impact Assessment has been completed and made available for review. It is unacceptable that 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 (Document Reference 6.2) 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>	N/A

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492	1110	Do you have any other comments you would like to make about our proposals?	<p>15. Further comments: This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely making the project viable according to the National Highways figures.</p> <p>Hatch Beauchamp in particular gets all the environmental impact. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy by National Highway's own numbers. There will be significant and irreversible disruption to local people and severance of local communities. There will be a catastrophic impact on the health and wellness of local people (both physical and mental), including the elderly and those with protected characteristics. There will also be HUGE environmental impact: it was revealed at COP26 that construction and the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 has also changed materially the Future of Work – recent studies indicate office workers in service/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken this into account.</p>	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is 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, 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.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). Document Reference</p>	N/A
493	696	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Section 1 is the least controversial and will provide benefits. However the scale of the dual carriageway should be kept to the minimum to reduce carbon emissions and environmental impact</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. 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>Specifically on carbon emissions, 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>	Yes

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494	696	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The scale of this junction with 2 roundabouts and 2 link roads seems excessive and will have a detrimental effect on the landscape. Existing connections need to be made and redesign is required with less tarmac and concrete in order for our carbon footprint to be reduced.	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.	Yes
495	696	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	These organisations must not be cut off from all access	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	Yes
496	696	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	There needs to be a connection from village road northbound but this linkage involves another 1Km of parallel road building and with the suboptimal Mattocks Green junction involves a further T junctions and 2 roundabouts. A better solution would be a bridge in West Hatch Lane and slip road.	The option to provide a bridge and slip road(s) would have additional impact on residents of those lanes and the traffic forecast suggests that the link would be lightly trafficked representing poor value for money. Additionally, such a proposal would result in a junction that would be too close to Mattock's Tree Green Junction and is therefore not considered feasible.	Yes
497	696	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	National Highways must reconsider this section and minimise concrete and asphalt environmental impact whilst maintaining existing connections	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).	Yes

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498	696	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The current involve 15 existing connections to the A358 being stopped up and replaced by 2 substantial junctions with the east west connectivity reduced to 2 bridges. Road users will be obliged to drive notably longer routes with narrow carriageways and limited passing locations which are currently unsuited to carry 2 way traffic. Footpath provision is limited and visual distance is reduced. Existing journey times to both Taunton and Ilminster will be increased. Local traffic will now be required to pass through ill suited country Lanes with the increase of risk to both traffic and pedestrians. These effects require further consideration to ensure the local community is not put at risk. If the section 3 remains as it is it would be better environmentally, safety and cost	The dualling 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.  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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.	Yes
499	696	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This junction is too complicated and has a large impact on the environment.	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).  The proposed junction at Ashill comprises of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.	Yes
500	696	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Yet more tarmac and unnecessary impact on the environment. Have you thought of simpler design.?	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).  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.	Yes

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501	696	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The road from Thornfalcon to Ilminster is free flowing until the Broadway turning. It backs up due to the gross inadequacy of the Southville roundabout.. Keeping the existing road would be better on the environment and cost.	<p>National Highways acknowledges that Southfields roundabout currently experiences operational issues.</p> <p>Part of the A358 Taunton to Southfields Dualling Scheme includes upgrades to the Southfields roundabout to accommodate forecast traffic levels and 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>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> <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>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
502	696	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	This is a worthwhile objective.	National Highways welcomes support for the scheme.	Yes
503	696	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Section 1 should be built first. The needs for the other 2 sections I would question	National Highways acknowledges this comment.	Yes

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504	696	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Primary consideration should be made to reduce carbon emissions. This plan increases those emissions. We should be lowering the speed limits not increasing them. Phase 2 and 3 have an adverse impact on all the local communities. This has not been properly researched and will have an adverse effect	<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>The proposed A358 mainline is a National Speed Limit highway with local roads affected by the scheme mostly remaining at the current speed limits. Where new local roads are proposed, speed limits are agreed with the local authority.</p>	Yes
505	696	Do you have any other comments you would like to make about our proposals?	Lack of analysis of junctions and link roads will have a negative effect on the local communities My questionnaire was minus 3 f g and h which was disappointing	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.	Yes
506	696	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Broadway needs access to A358. Is this the best solution environmentally?	<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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures. The environmental case for the scheme is set out in the Case for the Scheme (Document Reference 7.1).</p>	Yes

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507	697	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	A bypass for Henlade is required	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
508	697	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I can see how a bridge over the A358 connects villages but how do locals get onto the A358? The local villages seem to be cut off and will have to use local roads to get towards Ilminster or Taunton. Has anyone been on site to check these roads - some of them are single track roads. There will be more traffic going through Hatch Beauchamp	<p>The dualling 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>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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes
509	697	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	I can see how a bridge over the A358 connects villages but how do locals get onto the A358? The local villages seem to be cut off and will have to use local roads to get towards Ilminster or Taunton. Has anyone been on site to check these roads - some of them are single track roads. Your visualisation in the booklet doesn't look like it minimises impact, it is cutting through our greenland and spoiling our natural environment.	<p>The dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</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>	Yes
510	697	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: n/a Reason: I don't know this area well enough to comment on specifically. I would support whatever local residents vote for.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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511	697	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Why are you not using the existing road? So now the road becomes a six lane road? 4 for your new road and the existing 2 lane. The traffic along the A358 is not going to increase that much to warrant all that road. Why can't we expand the existing A358 and allow for a junction to Ashill?	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.	Yes
512	697	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	We live on Cad Road in Rapps and the closure of other entrances/exits along the A358 will have an impact on the traffic along this road. The traffic volume will double and we already have big lorries that speed along this road and it is too narrow in places, we also have a lot of heavy farm vehicles - I worry this is a really safety hazard and with increased traffic only a matter of time before we have an incident. Traffic calming measures need to be implemented along this road. We live in Rapps Cottage which is a Grade II listed building and even with the traffic now we feel the vibrations in the house and our outside wall is damaged. I'm concerned a flyover from Rapps to Broadway will be too high and at night lights will be an issue. On a flyover you can't put up trees etc to block it.	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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.  National Highways acknowledges that there is an increase in traffic forecast down Rapps Road as a result of the scheme, however it notes that the current capacity of Rapps Road exceeds the amount of traffic forecast to use Rapps Road as a result of the scheme. As part of the mitigation measures incorporated into the proposed A358 design, the junction radius of the Cad Road/Rapps Road junction will be widened to accommodate for large vehicles turning between Cad Road and Rapps Road.  Operational vibration is rarely a problem on well-maintained roads even where properties are in close proximity to the road. The thresholds for the onset of potential cosmetic damage in properties is much higher than the thresholds of human perception of vibration (when vibration can be felt) and the thresholds for minor structural damage are twice as high again.	Yes
513	697	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	If you didn't cut off every exit you wouldn't need to build completely new roads and would be able to use the existing A358, I think it is such a waste of money where there is nothing to fix along this route of the road.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  The scheme is part of the Government's Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.  Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).  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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes



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514	697	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The existing 2 lane A358 in effect becomes a six lane road, the environmental pollution as well as the noise pollution will increase. What noise cancelling measures have you considered for the local residents to alleviate this problem?	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This is reported in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2).	Yes
515	697	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I'm very concerned about the drainage system and what impact your works will have on it during construction. It is a fine balance and we have already experienced floods in the past. Have you completed a detailed investigation into the effects and how it all works? Concern around increased levels of traffic on Cad Road Concern around increased traffic noise levels	As set out in Environmental Statement 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.	Yes
516	697	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I'm not sure how farm traffic would get on sharing access to roads with walker/horses etc - sounds like a disaster waiting to happen!	The offline cycle route includes tracks that would be shared use with landowners for agricultural purposes. The width of the tracks takes into account the shared use including large farm vehicles and would allow vehicles to pass cyclists and other users such as walkers and horse-riders. Visibility between users wishing to pass each other would accord with National Highways design standards and ensure that drivers can see walkers, cyclists and horse riders, including wheelchair users and take appropriate action.	Yes

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517	697	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I really believe that there are only two hot spot areas on the A358 which is Henlade and the Southfields roundabout. Why will the traffic volume increase? In my opinion the Henlade bypass is a project that must be undertaken. And the reconfiguration of the A358 onto the A303 to avoid the Southfields roundabout is an absolute given. However I do feel the proposal of building a whole new A358 and cutting off communities by closing junctions is totally unnecessary and a bad use of taxpayers money. Whenever I use the A358 the traffic flows well and steady between Broadway up to Henlade so I cannot understand what it is you are trying to solve along this stretch of road. A proper survey of the local road infrastructure needs to be undertaken and the consequences and impacts for these roads that do not fall under National Highways, does the Somerset District Council have sufficient resources to deal with increased volume on these smaller roads? Do they have resources to maintain them or widen them if required?	National Highways assesses 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.	Yes
518	697	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	This needs to be considered carefully, you are in effect taking away some of our green land/fields and you cannot replace this. You are building a bigger road to encourage more road/vehicle traffic which is completely at odds with what the Government is trying to achieve with reducing the UK environment emissions. It will have a big on our landscape visually as well as environmentally. Following on from the above, has a survey been completed regarding our local drainage system and what the impact from digging up the fields will have on the system? This is a very concerning factor. Very worried about the noise pollution and air pollution from all these extra roads and the speed limit will likely be increased too which will also have an impact.	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).  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).	Yes
519	697	Do you have any other comments you would like to make about our proposals?	How many local planners have had an input to the overall scheme? I feel you have some areas correct e.g. Henlade bypass, but feel the connection from A358 to A303 is a missed opportunity and that you are cutting off local villages for the sake of an "expressway". I don't understand how the traffic volume will increase along this part of the road and this scheme will cause a lot of issues for local residents.	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.	Yes

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520	698	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	It doesn't really affect us being some way from our village, however there will be a huge environmental impact, and surely without the Southfield roundabout, the tailbacks will be phenomenal.	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).	Yes
521	698	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	the impact on our village will be huge, a rat run going through the village, the flyovers will create extra traffic on our tiny village roads.	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.  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 (ComMA) (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.	Yes
522	698	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	there will be no sensible access to this new system for our villagers to get to Hankridge or Taunton.	The dualling 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.  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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.	Yes
523	698	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Air quality will be permanently fouled.	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) submitted within the DCO application. Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.	Yes

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524	698	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This will be an improvement on a full highway	National Highways welcomes support for the scheme.	Yes
525	698	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: it would avoid using the A358 or new road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
526	698	Do you have any other comments you would like to make about our proposals?	Should this project go ahead a dual carriageway would be preferable to 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 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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
527	700	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Please can you extend this road to link up with West Hatch Lane .	Following Statutory consultation we have introduced west hatch lane extension to provide additional connectivity to West Hatch. This will shorten the journey for this landowner and field accesses to modified parcels of land have also been provided.	Yes

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528	700	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	I have blocks of land on both sides of the A358 near West Hatch lane please can you provide an underpass ?	National Highways have continued to engage with this landowner to explain the scheme and why an underpass at this location would not be feasible. Following Statutory consultation we have introduced west hatch lane extension to provide additional connectivity to West Hatch. This will shorten the journey for this landowner and field accesses to modified parcels of land have also been provided.	Yes
529	700	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Stocks lane is only single track , very narrow. no passing places	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
530	702	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Needed to improved. Historically a problem with capacity to cope with traffic volume, Previous experience of the delay and frustration to work traffic , commuter traffic, commercial traffic, domestic traffic, emergency traffic and holiday traffic all needed to be addressed. Potentially the work to date looks an improvement of this major junction, but as incomplete I remain neutral and unconvinced.	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
531	702	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I see this section as important to address the delay issues to all users. The details seem to satisfactorily address the westerly exit from and the easterly access to the A358 at the M5 junction I remain cautious in my acceptance in full as the environmental impact is huge. Losses of Green site and extra traffic pollution (gases and noise and light ) do not show improvement to local or global needs	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).	Yes
532	702	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Massive landscape changes to link to the two new roundabouts involving so much extra roadwork. Design does not really minimise future pollution damage and costs (of build and maintenance.) Poor creativity by designers to address needs of local users. The Mattocks Hill Tjunction, then roundabouts are a significant extra roads with there own maintenance costs and congestion potential.	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.	Yes

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533	702	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Very important to maintain reasonable ongoing to and from all areas of the supporting community. The needs of these current local businesses and services should not be undermined or undervalued. Significant division of established communities. Long established work practices will be challenged to survive. Example the above named business, also church based parish links etc.	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.  This chapter also considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields Roundabout on the A303 and the M5 Junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.	Yes
534	702	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	There is a lack of creativity in the proposed design for users of Hatch Beauchamp, village road. Extra road creation with its junctions seems to be a poor solution for the local users. Risk of congestion on the A378 T junction into village due to peak time volume of A378 to A358 causing frustration, danger and pollution.	National Highways consider the size and scale of the Mattocks Tree Green junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction as described in section 5.4. These Would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
535	702	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Attention to the needs of the local population and severe environmental impact issues remain unaddressed.	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.  National Highways acknowledge concerns 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).	Yes

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536	702	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Details of traffic volume from current bike hall lane need to be matched to the design. Any loss of access to A358 will be directed to a narrow and difficult junction in the village road.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
537	702	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Similar that of Bickenhall lane, current traffic needs to be matched to scheme. West going traffic would be absorbed into extra traffic flow in village road. Junction at Hatch Inn becomes a definite point of concern. Eastbound traffic from village road now directed through Ashill on line of old A358 is poor return to historic route originally bypassed by this A358. Provision for increased volumes in both Village road and Ashill need sincere discussion..	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways acknowledges the response provided. The traffic calming measures changes proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users. Further refinement and development of the current proposals would be carried out at detailed design.</p>	Yes
538	702	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	These three options are not the only solutions to discuss. Wrong question to be posed. Option 1 to take Capland lane and extended area traffic, although not of currently high volume, adds to the Westward use around Hatch Inn corner etc Options 2 and 3 not discussed for the expected traffic increase in other linking roads to village road are not adequate.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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539	702	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Locally the respective villages/ communities are being severely penalised in their accessibility to the East and West roads. Higher levels of redirected traffic giving cause for concern of pollution , noise, congestion and frustration. Local School, business, social and Church functions, as well as possible emergency services response times being manipulated by the scheme presented.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we’re committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government’s first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
540	702	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Is there any real evidence for closure and disruption to the various local junctions in the mid section of this A358. Definitely improved access methods to join and leave the A358 are needed, but is the evidence such that it is a congestion issue. Vast amounts of tarmac and concrete for little traffic congestion improvement, but great pollution, disruption and costs to the local communities.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (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 support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
541	702	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	There was no helpful response to acknowledge by your team at the Racecourse presentation that there is a problem is at the roundabout, it’s exiting and crossings. We were told something on the lines that the “layout is within national guide lines.” So again I raise this observation as a point of unanswered concern. Is there a significant plan/ scheme to improve this terrible roundabout design.	<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) exit, 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>	Yes
542	702	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The recent presentation at the racecourse did not indicate any reassuring awareness or understanding of the local communities. The proposals seem to fall short of addressing the congestion and gridlock causes. Redirecting and thereby damaging local communities does not instal confidence in the design proposals..	<p>A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment, and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and journey times.</p> <p>The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report submitted in support of the DCO application (Document Reference 7.4).</p>	Yes



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543	702	Do you have any other comments you would like to make about our proposals?	I am a retired resident in mid A358 area. You have not shown any consideration, understanding or appreciation for the experience and viewpoint of intelligent local input. I acknowledge this is my opinion and I can appreciate sound evidence and data to the contrary in the future	National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.	Yes
544	702	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Design does link to the mid A358 safely from so many of the local villages, but does not guarantee the ongoing progress to the east ( or west) is more efficient than currently experienced. Extra roads and bridges do not resolve the fundamental congestion gridlock issue	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
545	1203, 708, 552	Do you have any other comments you would like to make about our proposals?	I have supported the concept of duelling the A358, especially that the pink option has been chosen. Most of the other detail of how the smaller roads join the new road were not outlined at that time. I am now extremely angry that a scheme has been dropped in at the last minute, which directly affects my property, with no consultation whatsoever before the proposals were published. The proposal concerns the options for Capland and Stewley Lane. Three options have been set out with your team supporting the most damaging option to my property (option 2), and the most costly to the public purse. There has been complete ignorance of the impact of option 2 on my property.	National Highways have continued to engage with this landowner and take on their feedback. A member of the drainage team has spoken specifically to them to understand their concerns and explain the commitments around flooding the project has to adhere to. Following statutory consultation the decision was made to introduce Capland Link and not implement any local improvements on Stocks Lane.	Yes

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546	1203, 708, 552	Do you have any other comments you would like to make about our proposals?	<p>You will know that the whole area has a high risk of flooding from Fivehead 2, surface and ground water flooding. The flood maps were redrawn after the dreadful winter of 2011/12. I have lived in this house for 22 years and know the patterns of flooding extremely well. In 2011, a falling tree damaged the riverbank in the storms causing it to break. I suffered flooding to my property which anyone who has suffered this fate will know how heart wrenching the effects. Following this we took a number of measures to protect the property:</p> <ul style="list-style-type: none"> <li>• The riverbank was repaired, strengthened and the height increased along the boundary of my property</li> <li>• The flood pond was created with high banks</li> <li>• A French drain system was installed around the house with pumps to remove surface water</li> </ul> <p>This work was costly and aided partly by a grant from South Somerset Council. My house has been safe for the past 10 years. Even now, the drive will flood occasionally in autumn and winter, but not the house. I read with horror, therefore, the proposals to change the road and drainage on Stewley Lane. Any changes will increase the likelihood of my house flooding. Although the road floods on a small number of occasions (approximately 6 times per year), the duration is short (less than six hours) and gives protection to my property. I cannot see the cost benefit of option 2 when damages to my property are considered. My house was valued at £900,000 earlier this year. With legal costs this would be a hefty bill for Highways as my house would become uninhabitable with option 2. Capland would be cheaper and is preferred by all my neighbours. I urge you to think again about this part of scheme and conduct more thoughtful planning.</p>	<p>National Highways have continued to engage with this landowner and take on their feedback. A member of the drainage team has spoken specifically to them to understand their concerns and explain the commitments around flooding the project has to adhere to.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
547	715		<p>Having had the opportunity to see the more detailed map of the planned new road and immediate surroundings, we are very concerned to see a gap in the sound barrier on the westbound carriageway, this is between CH2500 – CH3000. So in other words this is a short gap between two planned sections of sound barrier. Road noise transmitted through this gap will affect the land and buildings beyond continuously and lead to a loss in quality of living along with a devaluation of this area. Such road noise is probably one of the worst impacts of any new road scheme and we ask that there will be no gap in this sound barrier as mentioned above, in order to maintain the best sound mitigation possible.</p>	<p>An acoustic 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 overbridge to just past Stoke Road overbridge 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 overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.</p>	Yes

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548	778	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	This will improve traffic flow	National Highways welcomes support for the scheme.	Yes
549	778	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	This is a high risk for accidents occurring junction	National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25. 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).	Yes
550	778	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is a completely unnecessary approach and is not needed	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.	Yes
551	778	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	There also needs to be a connecting road from Nightingale Farm to West Hatch Lane, to access West Hatch which will be inaccessible without this road.	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	Yes

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552	778	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Griffin Lane is not suitable to carry any traffic, beyond its existing use	Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.	Yes
553	778	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 3 – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements Reason: Neutral	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
554	778	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Cycle lanes would need to be included along the whole route to be effective and beneficial to cyclists. The environmental impact of not providing cycle lanes, walking lanes and disabled user access would be compromised without these measures.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Environmental Statement Appendix 2.1 Annex F Public Rights of Way Management Plan (Document Reference 6.4).  Cycling would not be prohibited on the new dual carriageway based on the classification of the road, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of walking, cycling and horse-riding users.	Yes
555	778	Do you have any other comments you would like to make about our proposals?	Regarding the lack of access from Meare Green Lane to West Hatch and the detrimental effect this will have on our farming business: If the new A358 project goes ahead, this will severely impact and disrupt our farming business, as our farm is located on both sides of the A358 in the parish of West Hatch. We currently use the route from Meare Green Lane to West Hatch daily, using agricultural vehicles for our cattle and arable farming business. I suggest that an underpass or a bridge could be created to maintain access to our farm own both sides of the road and continue our farming activities, which will be essential for us, We would be forced to either use Griffin Lane as an alternative, which is completely unsuitable for farm traffic or have a lengthy detour. If the road goes ahead, also, a short connecting road from the proposed new road to Nightingale Farm Units, then on to West Hatch Lane would help in this respect.	National Highways changed the scheme design in this location at supplementary consultation and an extension to West Hatch Lane is proposed which connects it Mattock's Tree Green junction via Huish Woods Lane and the Scout Camp link. This will enable access for this landowner via Mattock's Tree Green Junction avoiding the need to use Griffin Lane.	Yes

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556	778	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I strongly disagree with the proposed A358 project. There will a huge environmental impact, creating more pollution, disruption, destruction and loss of natural wildlife habitats. To lessen the effects of environmental impact, the Henlade and Southfields improvements should be completed in the first instance, before any further works are considered. This would provide the greatest benefit to all at the outset.	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).  National Highways Also agrees that the issues highlighted in Henlade and at Southfields roundabout are two key issues that the scheme aims to address.	Yes
557	783	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	4. As far as Hatch Beauchamp is concerned the effect of the road is going to cause major problems in the narrow lane leading into the village. At the moment Bickenhall lane to the west of the A358 acts as a conduit for traffic coming of the Blackdown Hills. The traffic from local villages namely Curland, Bickenhall, Staple Fitzpaine and West Hatch travel to the A358 via Bickenhall Lane. This traffic includes articulated Lorries, tractors servicing the local farms and businesses in those villages. This traffic gains access directly to the A358, the future after the new road is built all this traffic will try and enter the village of Hatch Beauchamp via the eastern end of Bickenhall lane. Bickenhall Lane at this point is narrow and very close to some cottages. Passing places here are virtually non-existent and meeting a large lorry and having to reverse back onto the village road will be very dangerous.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.  This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.  As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
558	783	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The lack of access to the A358 for local traffic will cause roads in adjoining villages to be dangerously busier.	The dualling 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.  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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.	Yes

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559	783	Do you have any other comments you would like to make about our proposals?	I would question is the scheme really needed. The problem with the A358 is at either end, namely the M5 Junction and the Southfields junction. Building an Express way is not the right way forward. The money for this scheme would be better spent on bypassing Henlade and upgrading the M5 Junction/Southfield Junction. The traffic at the moment travels quite easily between these points. Relieving these junctions would stop the queues building up. The new road is taking a vast amount of good agricultural land, not just for the actual road but for all the landscaping. The scheme, as proposed, many of the villages along the route will have been annexed of their access to the A358 and the M5. They will have now have to travel a longer along a more torturous route to get access to the A358. This is certainly not a scheme that will improve the lives of people living in the villages cut off by the new road.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
560	784	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Traffic lights are not helpful on a roundabout Should be direct access to Taunton independent of the motorway roundabout, such as a bridge or tunnel	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
561	784	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Completely necessary	National Highways welcomes support for the scheme.	Yes
562	784	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Excessively land hungry for what is being achieved. Potentially a motorway style junction would take up less land	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

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563	784	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Seems completely unnecessary to proceed through the middle of fields when it could be skirting around the outside	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	Yes
564	784	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Vital to maintain arctic lorry access to Hatch and the villages beyond	National Highways welcomes support for the scheme.	Yes
565	784	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Unsuitable for public use, because the road from Hatch is inherently unsuitable for two way traffic. A restricted use , single lane bridge would be much more appropriate	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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566	784	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	A junction would be a more suitable alternative	<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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use an additional junction near Hatch Green would not justify the costs or environmental impacts of it.</p>	Yes
567	784	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Capland Lane becomes inaccessible to modern farm machinery without a link, thus would render the land worthless and unfarmable. This is due to restrictions at Stocks Lane	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
568	784	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	In excess of a thousand large lorries each year will now be travelling through Ashill to gain access to Hatch and the villages beyond from a southerly and westerly direction	National Highways acknowledges the response provided. The traffic calming measures changes proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.	Yes



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569	784	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The service road to the east is routed unsympathetically through farmland when it could stick to the boundaries	The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
570	784	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Agree in principle but feel it is laid out poorly	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
571	784	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Unsympathetic to agricultural land ; big distances between roads and land hungry routes	National Highways has sought to limit the severance of agricultural holdings which farm land 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.	Yes
572	784	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Cycle route seems unnecessary	Throughout the development of our preliminary design, one of our aims is to enhance access for walkers, cyclists and horse-riders including disabled users who use the route. The scheme seeks to provide an offline cycle route that will serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys, it connects to the local road network and the existing Sustrans national cycle network and provides new off-road routes from Henlade to Southfields roundabout. Our proposal maintains connections with the national cycle network, local road network and nearby communities. The A358 improvement scheme will provide: 19 new public rights of way, 7 footpaths, 3 bridleways, 9 restricted byways and 4 traffic free or very lightly trafficked bridges.	Yes

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573	784	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Excessive. Roundabouts at either end need improving , which coupled with improvements to the A303 would resolve the current issues	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <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>	Yes
574	784	Do you have any other comments you would like to make about our proposals?	In my opinion the most logical and effective solution would be to improve the roundabouts at the M5 and Southfields, with concurrent improvements (dual carriageway for the length) to the A303. This would split the load of traffic to the southwest between the M5 and the A303. The M5 already cannot cope , without diverting further traffic this way.	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 (RIS 3) 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.	Yes
575	785	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	A direct route to Taunton, independent of the roundabout, such as a bridge or tunnel would be a really efficient option	<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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes

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576	785	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Taking up a lot of land for what it's achieving	The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
577	785	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Unsympathetic route through farm land when a more efficient route could be achieved	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 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.	Yes
578	785	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	A link for large vehicles to Hatch and villages beyond is crucial	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 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.	Yes
579	785	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know	Should be a restricted use bridge; the road is not capable of two way traffic.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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		the reasons for your response			
580	785	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Odd bridge placement and a junction may be more appropriate	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 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.	Yes
581	785	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Link needed for agricultural machinery access as issues with Stocks Lane .	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 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.	Yes
582	785	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Unsympathetic route	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 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.	Yes

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583	785	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Additional cycle route seems unnecessary	<p>The scheme includes an alternative offline cycle routes that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F) 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 walking, cycling and horse-riding users.</p> <p>Throughout the development of our preliminary design, one of our aims is to enhance access for walkers, cyclists and horse-riders including disabled users who use the route. The scheme seeks to provide an offline cycle route that will serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys, it connects to the local road network and the existing Sustrans national cycle network and provides new off-road routes from Henlade to Southfields roundabout. Our proposal maintains connections with the national cycle network, local road network and nearby communities. The A358 improvement scheme will provide: 19 new public rights of way, 7 footpaths, 3 bridleways, 9 restricted byways and 4 traffic free or very lightly trafficked bridges.</p>	Yes
584	785	Do you have any other comments you would like to make about our proposals?	Seems overly complicated and expensive for what will be achieved. I feel traffic to the south west should be divided between the M5 and the A303. The M5 struggles with the current load without adding to it. This would be better achieved by making the Southfield roundabout and M5 roundabout more effective, such as an A303 filter lane. In combination with improvements to the A303 , such as sympathetically expanding the road to be dual carriageway for the entire length, this would be a more holistic solution to the current traffic load.	<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). 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.</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 (RIS 3) 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 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) exit, 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>The scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. The A303 through the Blackdown Hills (to the west of Southfields roundabout) is not being considered for dualling due to its proximity to an Area of Outstanding Natural Beauty (AONB).</p>	Yes

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585	792	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The M5 junction needs upgrading.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
586	792	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Section 1 is the least controversial part of this consultation. Henlade does need a bypass but the least amount of land grab is essential to minimise environmental impact.	<p>We note your concern over the level of environmental impact potentially arising from the scheme. 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 balancing 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. As part of the DCO application, National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>The 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 assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
587	792	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The hideous huge roundabouts are excessive, taking large swathes of land. It is important to maintain existing links but this design contains far too much concrete!	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.	Yes
588	792	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know	These areas need to be able to access all routes.	The scout camp and local businesses in the area can be accessed via the the proposed Mattock's Tree Green junction, thereby providing adequate access to all routes across the scheme.	Yes

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		the reasons for your response			
589	792	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Although it is vital that links for Hatch Beauchamp are retained this road will encourage traffic from surrounding villages to pass through Hatch Beauchamp to access the A358. The traffic will travel along the village road which will increase the volume of traffic along it. Traffic could easily use the cut through Meare Green to join the A378 which provides easier access to the new roundabout at Mattock's Green Junction than the village link road.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
590	792	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The plan suggested by National Highways uses large sections of green fields land and replaces it with large areas of tarmac. Not environmentally friendly!	The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

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591	792	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The bridge will obviously encourage traffic from Neroche and other villages to pass through Hatch Beauchamp. therefore improvements would be necessary along the full length of the lane, including carriage widening, additional passing places that do not require traffic to utilise private accesses and forward visibility improvements. Bickenhall Lane is very narrow and a key local access route, particularly for agricultural vehicles. Access to the A358 for both eastern and western connections. The section of the lane connecting to Hatch Beauchamp is relatively wide at the junction but after 190m it narrows considerably preventing two-way traffic. there are few passing places to make progress. The visibility at the junction with village road is restricted to the left and reduced to the right due to parked cars along the road. The upgrades needed to enable an increase in traffic along the lane is not acceptable as it would again need to take agricultural land	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
592	792	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	This bridge would be a key link between the eastern and western side of the A358 and would therefore suffer from an increase of traffic along it. The link between Hatch Beauchamp and Hatch Green lacks footway provision and sufficient verge to avoid the traffic. There is also a lack of lighting in this location further endangering pedestrians. While there is no collision history in this area the effects of junction closures on the A358 and the resultant traffic increases along this route should be considered as the risks of accidents is increased.	<p>The impact on local roads, including walkers, cyclists and horse-riders (WCH), has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where necessary to overcome road safety concerns. Village Road, north of Bickenhall Lane and south of Hatch Beauchamp, was discounted from the assessment because it shows a minimal change in traffic flow without modifying the existing character.</p> <p>The proposed overbridge would connect the extant roads through Hatch Beauchamp and Ashill, neither of which has dedicated facilities for walkers, cyclists or horse-riders. Further to this, the bridge would be lightly trafficked. Isolated lengths of facilities at Village Road overbridge would be neither appropriate nor necessary.</p>	Yes
593	792	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	There is not a possible answer to this question as it either cuts off the community of Capland or funnels traffic through Hatch Beauchamp. Neither of these is acceptable therefore these options require far more information and consideration of the impact.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes



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594	792	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This would again encourage far more traffic to pass through the village of Hatch Beauchamp. The loop on the Ashill side of the A358 would take a huge swathe of land. It will increase travel times and distances. At the moment the distance from station road to the A358 junction is 2.3 km and takes 2.51 minutes, the proposed alternative route will be 4.5 km and will take 5.36 minutes. This will channel traffic along existing local routes, intensifying their use. National Highways need to consider appropriate local upgrades are in place to safeguard existing road users against increased levels of risk.	<p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>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 the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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595	792	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	This proposal would close 15 existing connections to A358 and replace them by two bridges thereby funelling traffic onto routes that are noticeably longer. The majority of these routes are characterised by high-speed limits, narrow carriageways restricting two way use, reduced forward visibility, limited passing places. These lanes are unsuited to carrying regular two-way traffic. Many junctions have substandard visibility and therefore create safety issues. The impact of the works on the A358 will lead to an increase in traffic through Hatch Beauchamp which has limited footway connectivity, in some places pedestrians have to share the carriageway with vehicles. Due to the numerous suggested road closures the operation of the local network will fundamentally alter with more traffic using a much reduced number of routes leading to an increased potential for accidents.	<p>The scheme would 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 would 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 the increases in traffic would not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p> <p>Traffic flow on Village Road through Hatch Beauchamp would increase slightly as a consequence of the scheme. The annual average daily traffic would still be low and walkers, cyclists and horse-riders would be unlikely to notice the increase in traffic or be adversely affected.</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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes
596	792	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The junction is far too big and will cause too much damage to the environment. A smaller junction would be preferable.	<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 Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures. The environmental case for the scheme is set out in the Case for the Scheme (Document Reference 7.1).</p> <p>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>	Yes
597	792	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This route will only be used if traffic is heading to join the A303 otherwise traffic will use Hatch Beauchamp as the connection towards Taunton.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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598	792	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	There needs to be access for Broadway to access the A358 but is the best answer in terms of minimising impact on the environment?	National Highways welcomes support for this section of the scheme in principle and confirms that 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 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.	Yes
599	792	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	There needs to be access for Broadway to access the A358 but is the best answer in terms of minimising impact on the environment?	National Highways welcomes support for this section of the scheme in principle and confirms that 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 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.	Yes
600	792	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The main problem in this short section of the road is the queueing at the roundabout therefore no changes are necessary to the original road. The option of leaving the road as it is the best option in terms of cost and environmental impact.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <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) exit, 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>	Yes
601	792	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the	There is not sufficient information in the documents to be sure what exactly the proposals are. However it is important that this objective is given much thought.	<p>National Highways held three in-person events during the consultation period to allow people to engage with the project and speak with members of the project team. All three events included a wide range of opening times including across a standard working day, evenings and weekends.</p> <p>As set out in Chapters 4 and 7 of the Consultation Report, the in-person events were part of a wider range of activities and feedback mechanisms to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods. These chapters also set out the documents that were made available and where during the consultation. 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>	Yes

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		reasons for your response		Further details on the public rights of way are set out in the Environmental Statement Appendix 2.1 Annex F PROW Management Plan (Document Reference 6.4).	
602	792	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Improvements should be made at each end of the A358 where the problems are most acute. This proposal is overkill, it is too expensive and will cause immense environmental damage.	<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>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 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, 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 acknowledge concerns 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>	Yes
603	792	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	There should be more consideration of the impact on the environment. This is a rural area there appears very little consideration of this. The government has just chaired COP26 which was very concerned with emissions yet this scheme seems to actively encourage more use of cars and therefore increased 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 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>	Yes

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604	792	Do you have any other comments you would like to make about our proposals?	The consultation time has been too limited. There has little or no consideration of residents of the surrounding villages. Connectivity for locals will be severely restricted, quality of life for locals will be diminished, traffic will be funnelled along unsuitable lanes increasing potential for collisions. Too much thought on creating an oversized dual carriageway- almost a motor way- and not enough about how traffic congestion can be alleviated with little disruption to the existing environment or residents.	<p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</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 dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes
605	800	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I travel to and from Taunton and the M5 from time to time. I am a bit confused as to why there isn't a direct central route across the Nexus roundabout to take traffic directly to/from the M5 junction? As I understand it, part of the reason for the new route is to remove the bottleneck through Henlade. If there is no direct route across the Nexus roundabout there is a danger that this roundabout could become another bottleneck instead. It would be rather pointless if the new layout results in a new bottleneck at the Nexus roundabout in place of the existing bottleneck through Henlade. Consequently I have to give this one a neutral for now until you can demonstrate that there will be no impedance to traffic flow through the Nexus roundabout.	The scheme as presented at the 2021 statutory consultation included enlarging the existing Nexus 25 roundabout due to the new A358 connection and to provide adequate capacity for the predicted traffic flows. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 consultation. This change was made to facilitate the inclusion of a safe crossing point for walkers and cyclists across the A358, and to improve the flow of traffic between this junction and M5 junction 25. Operational modelling has been undertaken to understand what the most appropriate form of junction is to accommodate the traffic flows with the scheme while also meeting the objectives of providing a safe crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046.	Yes
606	800	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I am generally concerned about bridges funneling traffic from one side of the new road to the other which could result in increased traffic through villages, something I do not want. I do not live in this immediate area and so have little experience of what issues might result, so I am neutral on this part of the plan.	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).	Yes

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607	800	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	I don't live in this section but I do use it to travel to and from Taunton and the M5. With the exceptions of the possible issues with traffic flow around the Nexus roundabout and funneling traffic through villages via Stoke Road bridge, I think the rest of this section of the proposed route has the potential to work reasonably well.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
608	800	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Looks like it should greatly improve access to Taunton, the M5 and the Langport Road from where I live in Hatch Beauchamp. So, I strongly agree.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
609	800	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I think this access should work fine. Agree.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
610	800	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	As I understand it, this link road will make access to the A358, Taunton and the M5 much easier for residents of Hatch Beauchamp, where I live. I am strongly in favour of this link road.	National Highways acknowledges the general support received in relation to the design proposals.	Yes

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611	800	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Section 2 of the proposal seems eminently sensible to me. I am very happy with this section.	National Highways acknowledges the general support received in relation to the design proposals.	Yes
612	800	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	In my view this needs a rethink. I do not believe this is a good idea. It makes no sense to funnel more traffic through Hatch Beauchamp down Bickenhall Lane, a road that is totally unsuitable for the large vehicles that are likely to make up a significant proportion of the probable increased traffic flow. Whilst the amount of traffic flow may or may not increase significantly, the type of traffic is likely to increase disproportionately with more large vehicles including milk tankers, HGVs, large tractors and trailers and other vehicles servicing at least one farm at Bickenhall. Hatch Beauchamp does not need these vehicles and the Hatch Beauchamp end of Bickenhall Lane includes a tight bend that is difficult for large vehicles to negotiate and where in the past they have got stuck necessitating signs off the existing A358 warning that Bickenhall Lane is not suitable for large vehicles I would be in favour of slip roads on either side of the proposed Bickenhall bridge so that vehicles traveling east or west can easily join the new A358 without funneling traffic through Hatch Beauchamp village. If this suggestion cannot be accommodated then I would be in favour of eliminating Bickenhall Bridge. Consequently, I strongly disagree with the proposal which I understand is mainly attempting to satisfy and accommodate large vehicle movements for one farmer at Bickenhall at the expense of potentially increasing large vehicle traffic through Hatch Beauchamp via Bickenhall Lane which, at the Hatch Beauchamp end, includes a tight bend with a house on one side and a bank on the other.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>To get to Bickenhall from Southfields Roundabout with the proposed dualled A358 in place, it is recommended you travel up the dualled A358 to Ashill junction, drive through Ashill and onto the section of the existing A358 retained for local access, then turn left at Staple Fitzpaine road.</p> <p>To get to Bickenhall from M5 junction 25 with the proposed dualled A358 in place, it is recommended you take the dualled A358 to the Mattock's Tree Green junction, then take Ash Road and Higher West Hatch Lane.</p>	Yes

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613	800	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	I am afraid I think this needs a rethink. The proposal will, in my view unnecessarily, funnel traffic through both Hatch Beauchamp and Ashill. I have two alternative suggestions: 1. I believe it would make much more sense to eliminate the Village Road bridge and join the end of Village Road (Hatch Beauchamp) to the proposed new link road between Stewley and the new Ashill junction. This solution would be in combination with slip roads on either side of Bickenhall bridge, as I have suggested in 3a. 2. Alternatively, I suggest that if the whole proposed Ashill junction could be moved to between Hatch Beauchamp and Ashill it would eliminate the perceived need for the Village road bridge and Bickenhall bridge.	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.	Yes
614	800	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 on the basis that it would form part of my suggestion 1. for a link between Hatch Beauchamp and Stewley, as suggested in 3b.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
615	800	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	In isolation this is okay but it depends on whether my suggested changes to 3a. and 3b. are accommodated, hence neutral.	National Highways acknowledges this comment.	Yes
616	800	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Overall I am afraid I think that this section needs a thorough rethink. The bridges will funnel traffic, particularly large vehicles, on unsuitable roads to and through Hatch Beauchamp village unnecessarily, something I am strongly opposed to. I have suggested adding slip roads to Bickenhall bridge on both sides and eliminating Village Road bridge or eliminating both bridges and either linking the roads between Village road and Stewley to Ashill or moving the whole Ashill junction to between Hatch Beauchamp and Ashill. Either of my suggestions would be significant improvements to the current proposal.	National Highways acknowledges this comment, however, Bickenhall overbridge will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes



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617	800	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	On the face of it the proposed layout is fine but I think it is incorrectly located. It would be much better if this junction could be located between Hatch Beauchamp and Ashill which would avoid the funneling of traffic, particularly large vehicles, through both villages and eliminate the need for both bridges at Hatch Beauchamp. Please consider this suggestion seriously.	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 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.	Yes
618	800	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	I agree with this but would strongly agree if it could be extended to link with the end of Village Road in Hatch Beauchamp, thereby eliminating the need for the Village Road bridge at Hatch Beauchamp.	The Village Road overbridge is required to provide connectivity across the route between Ashill, Hatch Beauchamp and other villages.	Yes
619	800	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thicket Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This looks fine but as I live in Hatch Beauchamp I do not have much experience of any potential issues in this immediate vicinity.	National Highways acknowledges this comment.	Yes
620	800	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This looks fine but as I live in Hatch Beauchamp I do not have much experience of any potential issues in this immediate vicinity.	National Highways acknowledges this comment.	Yes
621	800	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	My main concern lies with the location of the Ashill junction which would serve the area much better if relocated to between Hatch Beauchamp and Ashill.	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 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.	Yes

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622	800	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	As discussed in previous sections, I believe that either the link road from Ashill to Stewley should continue and the link to the end of Hatch Beauchamp Village Road or the Ashill junction should be relocated to between Hatch Beauchamp and Ashill. If either of these suggestions is taken up and consequently either Bickenhall bridge and Village Road bridge are eliminated, then I think all users will be better served.	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 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.	Yes
623	800	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	My main concern is noise mitigation, especially around Hatch Beauchamp. I would like to see this made a high priority with more detail of how this is to be achieved.	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	Yes
624	800	Do you have any other comments you would like to make about our proposals?	On the face of it the proposal looks impressive but I feel there are some serious flaws especially in the section where I live, Hatch Beauchamp, which need to be changed. I have made some suggestions and hope that these will be treated seriously and acted upon.	National Highways acknowledges this comment.	Yes
625	801	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Since this road is unnecessary, I disagree with this as a part of it	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
626	801	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Unnecessary	National Highways acknowledges this comment.	Yes

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627	801	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Road is OK as it is	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction as described in section 5.4. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
628	801	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Unnecessary disruption	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
629	801	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	I am opposed to increased traffic volume and speed	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes

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630	801	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The present road system is more than adequate for the volume of traffic	<p>The case for the scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes
631	801	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Otherwise I would be cut off	National Highways acknowledges the general support received in relation to the design proposals.	Yes
632	801	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Unnecessary disruption and blot on the landscape	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.</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>	Yes
633	801	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Sound objective but don't believe this project will achieve that	National Highways acknowledges this comment.	Yes

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634	801	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Do section 1 first and then stop and see if anything further is needed	National Highways acknowledges this comment.	Yes
635	801	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The project is very 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>	Yes
636	801	Do you have any other comments you would like to make about our proposals?	The current road system is adequate. I think the whole thing is totally unnecessary and the money could be better spent on more worthy projects when the government is hell bent on getting people out of the cars and onto other forms of transport	<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 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, 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>Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the Combined Modelling and Appraisal Report Report (Document Reference 7.4).</p>	Yes
637	807	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The scale of this proposal is disproportionate to the need, now and for the foreseeable future. It brings a concrete-based, pollution-ridden scheme to the area, severing communities and inhibiting the natural rhythm of the rural way of life.	<p>The case for the scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes

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638	807	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The proposal is pointless as the Scheme should not be sanctioned. The notion that the Scheme will improve road safety, reduce traffic congestion and improve connectivity for road users and local communities is utterly fallacious. It will sever communities, make local connectivity impossible, and bring increased pollution to the villages and area in general. Effectively acting against government targets for a sustainable future and COP26 objectives.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  The scheme is part of the Government's Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
639	807	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The proposed Scheme disrupts life for all these users. The mitigating proposals are a misguided attempt to paper over the disruption to local users.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
640	807	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The Scheme flies in the face of current thinking on environmental impact.	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).	Yes
641	809	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Ashill will become a rat run and will become extremely dangerous for children, dog walkers, etc. Over the years the 40 mph speed limit has not been reduced and many large vehicles exceed the current limit. With planned extra building of housing along this route there will be further danger from parked car causing restrictions. Construction vehicles and equipment will probably be stored on local farm land and will cause even more chaos. I can view the current traffic flow from my house and any further increase in traffic will be a tragedy for the village.	National Highways acknowledges the response provided. The traffic calming measures proposed in Ashill village are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.	Yes

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642	809	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This will increase rat run traffic.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
643	809	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This will increase rat run traffic.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
644	809	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Dangers to Ashill village.	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.	Yes
645	809	Do you have any other comments you would like to make about our proposals?	The disused railway line north of the A358 could have been used as an alternative route.	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 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.	Yes

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646	812	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Whilst I understand that the residents of Henlade would like their road to be bypassed I am sure this is the same for any residents who live near a busy road. The so-called Nexus business park takes more people away from the Town and local businesses, the town is struggling as it is. I don't see why there is a need for another out of town business park full of ugly buildings that will doubtless match the equally unattractive Blackbrook business park. I can't see how it will ease the flow of traffic at the M5 by more than a few minutes.	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).	Yes
647	812	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I don't agree with the 'dualling' (now being called an Express way) of the A358. We should be looking at ways to reduce traffic, this will inevitably increase it. Destruction of land, trees and wildlife habitats. More air and noise pollution as a result of increased traffic.	<p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan (Document Reference 6.3) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.4).</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) submitted within the DCO application.</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>	Yes



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648	812	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This response is the same for this and the next question. This is getting far too close to the Blackdown AONB. I feel fortunate to live in an AONB. Tourists visit this area because of its beauty. An Expressway will damage the peace and tranquility of the area. There will be no benefit to the local community in fact it will be costly. An Express way would be horrific for the local environment with its destruction of much of the rural landscape, in terms of trees, wildlife habitats and farmland. Bickenhall Farm is now back in operation and for the last two years it has grown exponentially; there are many more agricultural vehicles in use as well as HGVs delivering to the farm. There is also a new, industrial sized chicken unit at Staple Fitzpaine with similar needs in terms of agricultural and HGV traffic. Neither of these businesses can have been taken into account at the planning stage of the new road scheme. Inevitably there will be more traffic on all roads and currently, it seems that Somerset County Council do not have the funds to maintain the existing local roads or the current stretch of A358 so how will they maintain them with the extra traffic? Vehicles already struggle to get past each other in Bickenhall Lane and what you refer to as Village Road is even more difficult to negotiate. The part of this lane that runs parallel to the river has to be frequently repaired to prevent it slipping and cracking on the edge of the river. When the A358 is closed because of an accident this lane and Bickenhall Lane quickly become gridlocked. This is difficult enough now, after an 'upgrade' diverted traffic will need to deal with the new and even more restricted bottlenecks caused by this scheme, especially when clashing with farm traffic.	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.  The dualling 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.  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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.	Yes
649	812	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Definitely not Option 1 as explained in the previous comment. I would prefer the scheme to be shelved in its entirety or at least only improve the slight problems at Southfields roundabout and the M5 approach.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.  The scheme is part of the Government's Second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.  Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
650	812	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the	I do not like your proposals and feel they are utterly unnecessary. I would prefer the local roads to remain local and the A358 to stay as it is.	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.	Yes

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		reasons for your response			
651	812	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Leave it alone!	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.	Yes
652	812	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I use regularly use the A358 in both directions to get to Taunton, Ilminster the M5 and the A303. The only problems I encounter are on the approach to Henlade, at the end of the dual carriageway and occasionally the last 200 yards on the approach to Southfields roundabout. Even at the busiest times it doesn't take significantly longer to get to my destination. If the powers-that-be insist that something should be done then improvements could be made here and at the M5 approach.	<p>National Highways agrees that the issues highlighted in Henlade and at Southfields roundabout are two key issues that the scheme aims to address.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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>	Yes
653	812	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Great idea. Just leave the A358 as it is or simply make minor improvements at Southfields and the M5 approach if you must.	<p>The case for the scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes
654	812	Please let us know if you have any comments on our proposals for construction,	Don't do it!!	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.	Yes

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		including the proposed phasing			
655	812	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	This upgrading will cut across farmland, destroy wildlife habitats, remove mature trees and trees that have only just reached maturity since the Hatch Beauchamp bypass was laid, to say nothing of the cost that the country can ill afford. I am horrified that the original project was called 'duelling of the A358', now I hear it is to be an 'Expressway', this is a very different kind of 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 National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
656	812	Do you have any other comments you would like to make about our proposals?	As explained in my comments. I do not agree with your proposals. To recap, this scheme will mean: Increased noise and air pollution. More local traffic causing congestion in the narrow lanes where I live. Cutting off villages from one another. Lack of funding to maintain local roads which can expect increased use. I will have to travel several miles further to get on to the A358. I consider the scheme to be overpriced for what it is. Poor planning, large businesses have not been taken into account in terms of traffic. No additional safety improvements. No mention of noise reduction material being used. SCC has no money to maintain this new road, it hasn't the money to maintain existing roads. Problems at Henlade and Ilminster could be solved more easily and economically than this costly and damaging scheme. We are living through a global environmental crisis, we should be finding ways to reduce traffic not encourage it by destroying rural landscapes by building new and bigger roads.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes

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657	813, 1094, 1096	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Strongly disagrees with the proposals – this entire scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. The Nexus development is a Taunton-centric vanity project of highly questionable benefit, and needlessly incorporating it into junction 25 will cause significant environmental harm.	<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. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p> <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 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, 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>	Yes
658	813, 1094, 1096	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this entire scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate.	<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. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p> <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 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, 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>	Yes

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659	813, 1094, 1096	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Strongly disagrees with the proposed development – this entire scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. This area of countryside has already been blighted by terrible urban encroachment from the 'park-and-ride' scheme and proposed Nexus development. Any further road development and construction should be minimised. In particular, objects to the proposed GD300 standard of the design that would require the new bridge to be constructed. The original poor design of the road means that Henlade needs a bypass, but the bypass should incorporate the existing road to the south of the entrance to the village and does not require a parallel GD300-standard expressway, which will create terrible unnecessary environmental impact and damage.	<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>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>	Yes
660	813, 1094, 1096	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this entire scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. Two parallel roads in the direction of Henlade are absolutely not required, and the junction must be re-designed to be much closer to Henlade village. The existing road should be incorporated into the dual carriageway, with a roundabout just outside Henlade to provide access to the village. The roundabouts proposed at Mattock's Tree Junction are unsightly, consume far too much greenfield land, and would create extensive light pollution at the top of a hill, impacting all the villages to the South and the views from the Blackdowns AONB. National Highways are not proposing any meaningful mitigation to address this and the whole idea must be stopped immediately.	<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>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction as described in section 5.4. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</p> <p>National Highways consider that the current proposals for Ashill junction are appropriate and in accordance with current standards and therefore do not consider the suggested changes to be necessary.</p> <p>The Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p>	Yes

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661	813, 1094, 1096	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	HPF strongly disagrees with the proposed development – this entire scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. This represents a needless land-grab from local landowners and agricultural businesses which creates orphaned farmland between the proposed connecting road and the A358 dual carriageway. HPF originally gifted the Huish Woods Campsite to the Scouting Association for the local community to enjoy – now National Highways is destroying its charm, usability and access, blighting the surrounding area with an unnecessary road development project that serves no purpose. By de-prioritising the needs of the children of local communities in favour of concreting over the countryside, National Highways is showing an unforgivably poor understanding of local needs and priorities.	As part of the proposals a dedicated scout camp link road will be provided which will enable easier access to the Huish Woods Scout Camp from Mattocks Tree Green Junction and the new road. As part of these improvements a footway along the scout camp link road will also be provided. Furthermore, in this location the new A358 is moving further away from the scout camp than the current road.	Yes
662	813, 1094, 1096	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this whole scheme is poorly conceived, represents terrible value for public money and will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient. This proposal creates needless environmental damage to a greenfield site and is not required. It would encourage a rat-run through Hatch Beauchamp.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</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>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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663	813, 1094, 1096	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Strongly disagrees with the proposed development to create a parallel access road to Mattock's Tree Lane, connecting Village Road. There should simply be a slip road to enable southbound access to the A358 from village road. Northbound access to the A358 for residents of Hatch Beauchamp is adequately provided by Oldway lane and Meare Lane. The proposals, when considered alongside the lack of proposed access to the A358 for other villages, would create a rat-run through Hatch Beauchamp.	<p>National Highways considers the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads, the A358 and the A378 to Wrantage and Langport, as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction as described in section 5.4. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat-running on local roads.</p> <p>National Highways considers that the current proposals for Ashill junction cater for the volume of traffic and therefore do not consider the suggested changes to be necessary.</p> <p>National Highways acknowledges this comment, however, Village Road would not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.</p>	Yes
664	813, 1094, 1096	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Strongly disagrees with the proposed development – PIL requires ongoing access to Bickenhall lane for agricultural vehicle access which will be severely restricted by the predicted extra flow of traffic using Bickenhall Lane as a rat-run. The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders and disabled users and local agricultural vehicles, but not public vehicles. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily and poorly designed in Summer 2021, having not been present in any previous plans or consultations. When National Highways presented the initial plans to the PIL in Summer of 2021, there were 4 options under consideration (3 public and 1 restricted access for agricultural vehicles). National Highways then misrepresented the mood of the local community by implying that option 3 (the current proposal) was the most popular, and hence was now the only option going forward to public consultation. Under the current proposal, HPF will lose significantly more land to build a public-bridge that no one in the local community wants or needs – this is unacceptable. The proposed public bridge at Bickenhall Lane poses a significant danger to residents, walkers, horse riders and cyclists and there will likely be injuries and fatalities (for which National Highways will be directly responsible). National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable, when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The project will simply move the problems seen at Henlade to Hatch Beauchamp. The proposed flyover will clearly drag thousands of additional vehicles a day through Hatch Beauchamp, primarily	<p>National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.</p> <p>Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, National Highways are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.</p> <p>As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.</p> <p>This means that there will be no through traffic using Bickenhall lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>When the preliminary design stage started in 2020, the most complete set of base traffic data was from 2015. By necessity this needs to include both origin/destination data (mobile phone data) to determine travel patterns and traffic flow data (traffic counts) to determine the traffic flow on the roads modelled. Some traffic counts for local roads from 2017 were used in the traffic modelling process, however generally no more recent data was available, partially because of the COVID-19 pandemic disrupting travel patterns and partially because of the time required to collect and process such a vast amount of</p>	Yes

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			<p>using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The bottlenecks will increase where the road becomes 30mph and then gives way to Village Road. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.</p>	<p>data. After the preliminary design stage had already begun and the traffic modelling was well under way, a more recent modelling dataset became available with a base year of 2019. While it was not available in time to be incorporated into this round of traffic modelling, it will be considered for use in the next round of traffic modelling. The differences between the 2015 and 2019 datasets have been reviewed and this did not result in a compelling need to update the base model during the preliminary design stage.</p> <p>Before the next major model update, an intermediate update has been made that reflects the new opening year of 2031 and the latest growth forecasts. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The traffic modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
665	813, 1094, 1096	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this section of the A358 should not be dualled at all, therefore there is no need for a bridge as local access (via slip-roads and junctions) can be maintained.	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.	Yes
666	813, 1094, 1096	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Strongly disagrees with the proposed development – this section of the A358 should not be dualled, however whatever happens Capland should not be severed from local routes for local homeowners and agricultural businesses	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes



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667	813, 1094, 1096	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>	Yes
668	813, 1094, 1096	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	<p><b>Bickenhall Lane Bridge</b></p> <p>The proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse riders and cyclists and will destroy the heart of Hatch Beauchamp. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The project will simply move the problems seen at Henlade to Hatch Beauchamp. The proposed bridge at Bickenhall lane will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The bottlenecks will increase where the road becomes 30mph and then gives way to Village Road in Hatch Beauchamp village. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the 8village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements. PIL requires ongoing access to Bickenhall lane for agricultural vehicle access which will be severely restricted by the predicted extra flow of traffic using Bickenhall Lane as a rat-run. The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders</p>	<p>National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.</p> <p>Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, National Highways are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.</p> <p>As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.</p> <p>This means that there will be no through traffic using Bickenhall lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>When the preliminary design stage started in 2020, the most complete set of base traffic data was from 2015. By necessity this needs to include both origin/destination data (mobile phone data) to determine travel patterns and traffic flow data (traffic counts) to determine the traffic flow on the roads modelled. Some traffic counts for local roads from 2017 were used in the traffic modelling process, however generally no more recent data was available, partially because of the COVID-19 pandemic disrupting travel patterns and partially because of the time required to collect and process such a vast amount of data. After the preliminary design stage had already begun and the traffic modelling was well under way, a more recent modelling dataset became available with a base year of 2019. While it was not available in time to be incorporated into this round of traffic modelling, it will be considered for use in the next round of traffic modelling. The differences between the 2015 and 2019 datasets have been reviewed and this did not result in a compelling need to update the base model during the preliminary design stage.</p>	Yes

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			<p>and disabled users and local agricultural vehicles, but not public vehicles. Under the current proposal, PIL will lose significantly more land to build a public-bridge that no one in the local community wants or needs – this is unacceptable.</p>	<p>Before the next major model update, an intermediate update has been made that reflects the new opening year of 2031 and the latest growth forecasts. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	

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669	813, 1094, 1096	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	<p>Principle of development</p> <p>Strongly disagrees with the proposed development – dualling this whole section of the A358 has significant detrimental impact to the environment, health, quality of life and livelihoods of all those living between Griffin Lane and Ashill (which are not outweighed by the purported benefits of the scheme and entirely contradict its objectives). These damaging impacts include severing communities, lengthening all local journey times, making local roads dangerous by forcing more traffic through villages with unfit infrastructure (such as narrow lanes), detracting from quality of life and worsening health outcomes for residents and visitors, including those in schools, playgrounds and care-homes by increasing traffic flow, noise, light and pollution. The proposed development entirely negates a central objective of the existing A358 which was to act as a bypass for Hatch Beauchamp by giving local traffic safer and quicker routes rather than having to use Hatch Beauchamp as a through road. However, the new scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, combined with two flyovers within 500m of each other into the village. The new scheme reverses all benefit of the Hatch Beauchamp bypass and will make local villages, particularly Hatch Beauchamp, into rat-runs and glorified junctions. This is both dangerous and has a detrimental and sustained impact on quality of life, which is significantly worse than occasional queuing on the existing purpose built A358. The overall benefit cost ratio for the project is very poor and for this section of the road, likely non-existent. There is only local detriment to local residents and businesses as it restricts accessibility and worsens their environment and health outcomes. By contrast, dualling this section of road would not even have a 1-minute benefit to the total journey time of non-local traffic travelling the full 8 miles of the A358, therefore any overall economic benefit is negligible at best. This section of the road does not need dualling and the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfields roundabout, where there are more regular bottlenecks. Even if a dual carriage way were required, it should not be a 'high-quality' Expressway. The negative impact on safety, health, well-being, environment, local business viability and local community ties is significantly worsened by the over-engineering of an Expressway, rather than a standard dual carriage way. A conventional dual carriageway (including with local access) would be the same standard as much of the new proposed and existing A303 in the corridor and would reduce cost, time and disruption to build. It would have less adverse consequences for the environment, quality</p>	<p>The dualling 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 there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p> <p>The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes

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			<p>of life, health and economic and community impacts currently proposed for all local villages and communities. A standard dual carriageway would likely reduce agricultural and rural landtake by up to 50% compared to the proposal and will not so egregiously scar the countryside with an unnecessary urban, motorway style design and will allow more flexibility to resolve local accessibility issues.</p>		

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670	813, 1094, 1096	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Strongly disagrees with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. The 'new parallel roads' on each side of the A358 create needless environmental and ecological damage, and a spaghetti junction of roads well suited to a suburban environment, but completely inappropriate and ill-suited to rural south Somerset. The objectives of the business case could clearly be achieved with a greatly simplified scheme with simpler, conventional junctions. There will be terrible environmental damage created by such extensive development, with corresponding negative consequences for the impact on local wildlife, and the views from nearby walking trails, in addition to the noise and air pollution created by the construction and subsequent operation of the road.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>National Highways has assessed the effects of the scheme on the environment. The impacts on biodiversity and drainage are considered in Environmental Statement Chapters 8 and 13 respectively (Document Reference 6.2).</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p>	Yes
671	813, 1094, 1096	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Strongly disagrees with the proposed development - National Highways are clearly not listening to local communities and their needs.	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 EIA (Infrastructure) Regulations. As set out in the Statement of Community Consultation (Appendix 4.4 of this Report) advice was sought from local authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultations and had the opportunity to contribute to them.	Yes
672	813, 1094, 1096	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Strongly disagrees with the proposed development and National Highways are clearly not listening to local communities and their needs. The proposals are unclear, and not outlined properly in the consultation brochure. Walkers, cyclists, horse riders and disabled users will clearly be worse off if the proposed development goes ahead and National Highways is not considering their needs sufficiently.	<p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme that is being submitted for a development consent order. This has included liaison with a range of user groups, such as the Ramblers, Taunton Area Cycling Campaign, British Horse Society, Taunton Deane Bridleways Association and South Somerset Bridleways Association.</p> <p>National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p>	Yes

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673	813, 1094, 1096	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Strongly disagrees with the proposals for construction, and the proposed phasing. The decision to prioritise the A358 upgrade in Road Investment Strategy 2, and to defer the upgrade of Southfields roundabout until Road Investment Strategy 3, risks creating chaos and increasing tailbacks and traffic during peak-times (i.e. rush hour) – the very issue the upgrade is intended, in part, to address. The phasing and prioritisation of the project needs to be fundamentally re-thought. PIL would prefer the project did not proceed at all than for it to proceed per the current plan. On the advice of the Traffic Action Network, PIL understands that your proposed timeline for construction is unrealistically optimistic, and that construction could last for up to five years (or even longer). The scheme is over-specified and would subject local residents, road users and commuters to unnecessary and undesirable disruption.	<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 (RIS 3) 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>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.</p>	Yes
674	813, 1094, 1096	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>Consultation/PEI Report</p> <p>Strongly disagrees with the findings of the Preliminary Environmental Impact Assessment. The non-Technical summary document is difficult to access and should have been incorporated into the consultation brochure. The general public should be consulted on the environmental impact of the project once the Environmental Impact Assessment has been completed, and made available for extensive review. It is unacceptable that the public are expected to form a view based on preliminary findings only.</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 (Document Reference 6.2) 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>	Yes

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675	813, 1094, 1096	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Environmental impact</b></p> <p>The proposed project will have a devastating impact on the local landscape, which is cherished by local residents and visitors alike. The only thing that is clear is that the cultural heritage of South Somerset will be severely impacted by a needlessly imposing road development, which sits uneasily with the traditional, agricultural heritage of this part of the county. The terrible impact of noise pollution cannot be overstated. 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 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 in the very communities that the existing A358 was built to bypass and protect. The project will also have a detrimental impact on climate change, both in the initial construction phase, and by providing additional unrequired road capacity, in encouraging the proliferation of car traffic, when, this year above all other years given the UK's hosting of COP26, we should be encouraging more creative, multi-modal transport solution which help support the UK's goals for net zero. Construction and the built environment accounts for over one third of global CO2 emissions. 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>	<p>National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>National Highways 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>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

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676	813, 1094, 1096	Do you have any other comments you would like to make about our proposals?	<p>Strongly rejects that the proposed road development is needed at all, particularly between Mattocks Tree Hill and Southfields roundabout. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what PIL understands, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. If the road were to go ahead, PIL strongly believes that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural businesses. PIL stands to be significantly impacted by the existing plans, losing a significant proportion of its agricultural land. This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely making the project viable according to the National Highways figures. Hatch Beauchamp in particular gets all the environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <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) exit, 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>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 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, 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>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH).</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes



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			<p>and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people &amp; severance of local communities. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. There will also be significant environmental impact: it was revealed at COP26 that construction &amp; the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 also changed materially the Future of Work - recent studies indicate office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken these into account. 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. The proposal for a public access bridge at Bickenhall Lane is wholly unacceptable. It will create a 'rat-run' straight into the centre of the village down—a very narrow lane. If there must be a bridge at Bickenhall Lane, it must be limited to walkers / cyclists / horse riders etc and agricultural vehicles only - not lorries or public vehicles. This would be far less expensive than that currently proposed and the traffic on Village Road would not increase. If that isn't possible, then the original proposal to close Bickenhall Lane should be revived to protect Hatch Beauchamp.</p>		

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677	813, 1094, 1096	Do you have any other comments you would like to make about our proposals?	<p>Consultation and associated documents</p> <p>PIL is very concerned about the inadequate National Highways plans for local community engagement, on the basis of the woefully inadequate public engagement which has taken place to date. Specific issues include very long lead times for responses to questions raised by email and via telephone with the National Highways public phone line, emails sent to the consultation mailbox, and the SLA for responses of 10 working days. This is clearly unreasonable given the consultation only runs for 30 working days. The 'planning ahead of construction' section in the consultation brochure is inadequate, and assumes individuals have access to the PEI report, or the Technical proficiency required to understand a very complex document which has not been authored for the general public as its intended audience. Strongly disagrees with the proposals for 'Planning for construction' and 'site compounds', neither of which have been explained in sufficient detail to enable the general public to understand the impact of what is being considered.</p>	<p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</p> <p>National Highways frequently reviewed its project mailbox to help ensure any project correspondence was identified and responded to as a matter of urgency. Some correspondence required technical specialist inputs, which required involvement from National Highways' suppliers. In all cases, National Highways aimed to respond in accordance with its own policy of 10 working days. This may have included a holding response if extra time was required for National Highways to provide a more detailed technical response. Responses were provided to all correspondence during the consultation period. Any requests for further information or hard copies of documents were responded to as soon as possible, typically within 10 working days.</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 EIA (Infrastructure) Regulations. As set out in the Statement of Community Consultation (Document Reference 5.1, 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 consultations and had the opportunity to contribute to them.</p> <p>There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.</p>	Yes
678	813, 1094, 1096	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	<p>Strongly disagrees with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. There should be direct access onto the A358 by a conventional junction, which would negate the need for an additional road, and the associated environmental impact.</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>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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p>	Yes
679	820	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>The proposed size and extent of development to support the road upgrades appears excessive.</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>	Yes

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680	820	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Th's seems excessive and will result in significant loss of agricultural land and countryside. Why can't existing access roads be maintained and the 'Expressway' be reduced to a stand dual carriageway where needed?	<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 scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
681	820	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The proposed plans appear excessive and will require huge areas of land to facilitate the new road connections, roundabouts and overpass. This appears to be unnecessary if an Express way type road wasn't required. The existing A358 in this section does not generally cause congestion. The magnitude of the proposed scheme will impact on local communities quality of life during construction and once road is complete without any improvement on local connectivity. This will generate increased traffic through Hatch Beauchamp.	The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). Also in this chapter it concludes that 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	Yes
682	820	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	This seems utterly unneeded, the exiting roads service the areas. Local slip ways should be maintained where safe to do so.	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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes

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683	820	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	An Expressway is not needed, increasing traffic speed, increasing pollution, noise and disruption. The scale of the road improvement is vast and seems out of scale with what's required.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in 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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
684	820	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This will have a detrimental impact on Hatch Beauchamp and will likely significantly increase the traffic travelling through the village. Removing the existing connectivity and slips roads onto the A358 will result in traffic from Neroche, West hatch, Ashill and Staple Fitzpaine filtering through the village. The existing village road is already busy with traffic often travelling in excess of the speed limits and this will only worsen. This will make the road unsafe for cycling, walking and generally increase air pollution and noise for local residents. If a bridge is needed then controls should be placed on vehicle traffic and where possible this restricted.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
685	820	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The proposed improvements to create an Expressway will have a dramatic impact on the extent of land required having a huge negative impact on the local environment and wildlife. Living on Griffin Lane the required upgrades and improvements to the overpass / bridge will result in significant land loss, disturbance during construction and increased noise and pollution if the road goes ahead. I am not against essential road upgrades to improve the A358 where in scale and necessary but this seems over the top. I don't see any tangible benefits for the local villages.	<p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>Habitat protection measures are detailed within the EMP; such measures include the establishment of no-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>	Yes
686	820	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The overpass and number of new local roads seems excessive and will result in huge areas of lost land.	<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 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 assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes

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687	820	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	For Hatch Beauchamp the proposal appears to significantly increase local traffic through the village making any access to a cycle route more dangerous	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
688	820	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Such a large scale scheme is going to have a negative impact to all local roads during construction and result in a huge amount of disturbance and disruption. For the majority of local villages, with exception of Henlade, with little resulting benefit. Sacrificing such a large area of agricultural land and countryside for a marginal improvement in travel times for traffic from London / SE to connect to the M5 during peak / busy travel periods seems unnecessary.	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
689	820	Do you have any other comments you would like to make about our proposals?	Overall the proposed scheme appears to be excessive in scale for what's required to make the essential improvements to the existing A358. Improvements to the Southfield roundabout and bypassing Henlade are key objectives but it would seem this is achievable without the dramatic extent of change proposed. For a 8.5 mile section of road which has a good safety record and is not currently overly congested, accepting the issues around Henlade, this seems unreasonable. Why does the scheme have to swallow up such vast areas of land? How can putting off all local slip roads aid in connectivity? The extent of land loss, impact to the environment and local wildlife is unacceptable. The scheme in it's current design would appear to increase traffic to the local roads through Hatch Beauchamp and reduce the quality of life for the majority of the local community. Both during construction and when the proposed scheme is complete. There is no tangible local benefit to Hatch Beauchamp or other villages with the exception of Henlade.	<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 dualling 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>The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan (Document Reference 6.3) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2).</p>	Yes

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690	832	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	This scheme is the most ridiculous idea imaginable! Costly, unfair to village residents especially in Ashill! It will de-value all the properties. Since I have been here 2006, I have spent thousands of pounds for improving and updated plus recently roof repairs! Now you want to devalue it plus make it at least 20 times busier with traffic going through! And of course at a time we should be keeping existing trees and planting more , you want to cut down all those beautiful trees lining the 358! Before I moved here I travelled from Farnham , Surrey to Cornwall and always took the easiest route via M3 and A303 to Exeter , never had any problem, always avoided Motorway! The one problem you did was the so called Ilminster by-pass, just three lanes! Very dangerous! Should have been four lanes! If you widen that properly, Then widen the narrow two lane part prior to Honiton, it will be far better ...straight through to Exeter, and west to Cornwall! No hassle! The consequence of increased traffic through your scheme will be disastrous for all the Villages either side of the 358 and Ashill in particular! Apart from pollution to the air , increasing journey time and danger to animals, children, walkers and cyclists! You need also to just widen the road approaching the Southfield roundabout and install traffic lights! As it is difficult to enter due to the traffic from the 303 which is continuous! What about all the farmers in tractors who have to travel if they aren't allowed to use there normal routes! Plus any ambulance that needs to attend people's homes a.s.a.p!!	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>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>	Yes
691	832	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Similar reasons as above in 1a!! This scheme has just not been thought out properly, and not taken into account of the villagers ,farmers, businesses, Local care Home, school, church goers, and home owners In general! Plus the upheaval, and the trucks, diggers, cement lorries, and road workers in particular! You are just going to ruin these villagers way of life! We don't need it ! I am 81, And certainly do not want my last years with the noise and pollution, that this will produce! Especially for short periods of up country holiday makers who should go either on the motorway or as mentioned an improved Ilminster bypass, and an easier widening of the 303 prior to Honiton! I don't know who these so called planners are, but they have no idea, I would sack the lot of them! How costly too! To remove 18 junctions/accesses to the A358 ,replacing With one at Ashill, Quite ridiculous! They have just not thought this out sensibly !,	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</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 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>	Yes

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692	832	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	As with the previous answers, not a good idea either, I personally have to use that route to visit my surgery in North curry, also my veterinarian en route to Langport, also my garage at Curry Rival... The whole scheme you have is disastrous!	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.  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
693	832	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I do not have much knowledge of this area but would think it as bad idea than the rest of your scheme!! You are just ruining the whole area and peoples lives !	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  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
694	832	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Same as above, I use Hatch Beauchamp to post cards /letters as it has a late afternoon collection, A dear friend was in the care home there, which was most convenient to visit From Ashill, also the pub easy to access and The fish&chip van on Wednesday, all within easy access from Ashill! So that will be altered to nobody's convenience with your Alterations to the roads! Once again I am against this disastrous mad scheme altogether! ,,	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields Roundabout on the A303 and the M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.  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.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
695	832	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Same reasons as with previous proposals...the whole project you are proposing is ludicrous! And extremely costly! Apart from the overall disruptions to everyone living in the villages just off the A 358!	<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 need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
696	832	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	As I don't know that area quite as well, but my carer lives at Stewley as does the farmer who runs the farm in Ashill, I have no doubt of their concern with your project And the difficulty of moving cattle plus tractors etc across to the Ashill side of the A358. You are just making unwanted problems! My carer is adamant with regard to closing off the routes from that side of theA358, which means journeys will take longer. Whereas it is not a problem as it is at present.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
697	832	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	The last thing we want through Ashill, is more traffic! As it is some people entering from the Ilminster end, do not adhere to the speed limit and see the Long straight road ahead, and just put their foot down as if on a race track! Lorries use it as a "lay-by, rubbish ,cans sandwich cartons etc. Are just strewn either side of the road! There have been several cars crashed into the hedges too and no cat is safe....at least 3 or four cats I know of have been injured and run over, because of motorists speeding! Also the "so called" pathway on the left side is never cleared of weeds, nettles, grass, blackberry thorns, and all hedgerow cutting in general! This makes it worse as one often has to walk in the road especially with young children and or dogs ! It is quite frightening when cars or vans etc. Just speed along.? So you are going to allow much more traffic along this route. When an accident has happened somewhere along the A358, motorist's turn off and wiz through this route of Ashill village., it is quite frightening too! Too have even more traffic would be horrendous! ,	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes



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698	832	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	We need trees not have them destroyed , those along the A358 have taken twenty odd years to grow, and are an asset,they are beautiful and we need them! All you want to do for this project is cut them down with no care for the wildlife, the protection they give and the aesthetically pleasing sights! Do a better job of the A303 than that what I in place at present! This would solve the problem of all this planning/project that you have shown!	<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 balancing 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. As part of the DCO application, National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>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>	Yes
699	832	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Again ,as with questions 1 to4 the whole schemes are completely out of order, Disruptive, very costly and unnecessary also very unfair to all the people who live in these villages close to the A358!	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>The 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>	Yes
700	832	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	As mentioned I think the whole project is disastrous! Most horse riders, walkers and cyclist head for the country lanes, as it is quieter and easier, with more to see , and less worry from fast moving traffic in general and large lorry's in particular!	Throughout the development of our preliminary design, one of our aims is to enhance access for walkers, cyclists and horse-riders including disabled users who use the route. The scheme seeks to provide an offline cycle route that will serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys, it connects to the local road network and the existing Sustrans national cycle network and provides new off-road routes from Henlade to Southfields roundabout. Our proposal maintains connections with the national cycle network, local road network and nearby communities. The A358 improvement scheme will provide: 19 new public rights of way, 7 footpaths, 3 bridleways, 9 restricted byways and 4 traffic free or very lightly trafficked bridges.	Yes

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701	832	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Obviously, this will be objectionable with all the trucks, cement lorry's diggers etc, Worse of all trees being cut down, mud and dirt, plus stoppages for traffic to pass! The noise too and all that goes with it will be intolerable !! I moved here for a quiet life, especially living in a cul-de-sac, with views of the hills, fields, trees, all of which you are intending to destroy! ,	<p>National Highways has undertaken extensive ecological surveys to inform Environmental Statement Chapter 8 (Document Reference 6.2), which identifies mitigation measures required to protect wildlife during construction. For example, areas of existing vegetation of high biodiversity value will be retained or protected where possible or minimised through design. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1), 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 that would be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p>	Yes
702	832	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	NO FURTHER COMMENT!	National Highway acknowledges this response.	Yes
703	832	Do you have any other comments you would like to make about our proposals?	Do not waste the great expense of this disastrous, badly thought out and completely unnecessary proposals!	<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>	Yes

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704	833	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There has been significant work to upgrade the existing motorway junction, so I do not see any need for further funds to be spent on changing this further.	<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>	Yes
705	833	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I think it is right that access is retained from Henlade to Haydon.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
706	833	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	There is an existing dual carriageway in place up until just before Henlade. To minimise impact to land and cost of build, surely this could be used instead of redirecting the road at Mattocks Tree Green.	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village. The location of the Mattock's Tree Green junction is considered to be in the optimum location when considering the connectivity to local roads it provides.	Yes
707	833	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is a huge and unnecessary junction. Akin to a large motorway junction. The impact on local access, wildlife and footpaths is huge. The increase in traffic on Ash Road and beyond (to Thurlbear/ West Hatch etc) will be significant and no funding is being allocated to enhance the infrastructure on these roads for the huge increase in traffic. This oversight is significant!	<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>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way.</p> <p>Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction as described in section 5.4. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</p>	Yes

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708	833	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The question is not relevant as there is already access to both. This shouldn't be being put out as a positive change to the local area, as its an existing benefit.	Nation Highways acknowledges the range of views expressed.	Yes
709	833	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	As above, The access already in place is perfectly adequate. This shouldn't be being used to justify an already fundamentally flawed proposal.	<p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields Roundabout on the A303 and the M5 Junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</p>	Yes

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710	833	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Never have I ever seen such a waste of tax payers money. This junction is simply not required and it a classic example of the justification of spending an allocated budget. How this has got this far is beyond me. The strain this will put on the local highway wildlife and local community towards west hatch from Thornfalcon along Ash Road is in itself enough of a reason for this project to not go ahead.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>Habitat protection measures are detailed within the EMP, such measures include the establishment of no-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>	Yes
711	833	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Based on my previous comments about the wider project I feel this is simply a license to waste money.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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712	833	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Waste of money.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
713	833	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Simply not required.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
714	833	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	As with my other responses. catastrophic waste of money.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
715	833	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Improvement: Noun. "A thing that makes something better or is better than something else". Is this question designed to infuriate local people being directly affected by this project? Currently, my family and I can walk in 4 directions out of our house across open farmland and on to public footpaths. (something that we do daily whilst walking our family dog). If these frankly reckless proposals are taken forward to construction, I will be surrounded in every direction by roads and barriers. These questions are insulting. there is no improvement.	National Highways have continued to engage with this landowner. Access to public footpaths will be maintained where possible and new roads proposed as part of the scheme can be used by walkers, cyclists and horse-riders. The proposed Village Road overbridge will enable a safe route to cross the A358 dual carriageway.	Yes

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716	833	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Phase one. Reconsider whether this really is a good use of tax payers money at all.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
717	833	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The affect this project will have all local bio diversity and around wildlife in general is nothing short of catastrophic. A box ticking exercise of collating data is irrelevant unless it is taken seriously and stops the project going ahead.	<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 (Document Reference 6.2) 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>	Yes
718	833	Do you have any other comments you would like to make about our proposals?	As I sit it and type this out I am moved to tears as I look out of my window at the beautiful autumnal coloured landscape. To think that this will be destroyed to make way for a gargantuan waste of tax payers money is frankly heart breaking. The project consultation has been flawed throughout its entirety. Decisions on routes being made and then suddenly and drastically changed due to pressure from a local MP with a clearly one sided campaign. Not actually consulting those directly affected by the new route, then during face to face meetings, promising help, support, guidance and financial assistance for land agents to the victims of this tragedy, only to suddenly pull the carpet out on us, leaving us in an unliveable house (which was once our dream house that we spent all our savings renovating). How in this day in age, a publicly funded organisation can get away with this undemocratic, dictatorial like behaviour is completely beyond me.	<p>We informed parishes and local communities of the general timing of consultation activities during Community Forum events and parish council and members briefing sessions. Details are provided in Chapters 2 and 6 of the Consultation Report.</p> <p>National Highways advertised the consultation period widely in the local press in addition to engagement with stakeholders, as set out in the Statement of Community Consultation Appendix 4.4 (Document Reference 5.2). Publicity began two weeks in advance of consultation and included a combination of more than 5,000 postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications, press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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>There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.</p>	Yes

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719	837	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I understand the need to improve the link from the M5 motorway to beyond Henlade. However, bearing in mind planners and contractors have ALREADY tried and failed to upgrade this roundabout, I have no faith in National Highways to succeed.	<p>National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.</p> <p>Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time.</p> <p>Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the scheme. This resulted in the 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019.</p> <p>In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.</p> <p>Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the 'Pink' option to 'Pink Modified' option would have been unreasonable at that time and could have jeopardised that important project.</p>	Yes
720	837	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	My suggestion that will save the government between 150-250 million GBP is to run a by pass around Henlade and propose (FUNDED) amendments to the Southfields roundabout only (I suggest a dedicated road leading off the A358 to link up with the A303).	<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>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 dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
721	837	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	A new dual carriageway/Expressway is totally unnecessary. The existing road copes well between Mattocks Tree Green and Ashill. The new road will divide communities and drive more traffic onto country lanes and local roads. This will lead to fatal accidents to walkers, cyclists and horseriders.	<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 (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>	Yes



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				<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	
722	837	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Hatch Beauchamp will become a rat run for local traffic trying to get access to the new road. The existing roads through the village will not cope with the additional traffic because they are too narrow. I am convinced that no planners have visited Hatch Beauchamp because the road outside Hatch Beauchamp Garage is not wide enough to have two cars passing during the week when cars are parked there.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
723	837	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	There will be a fatal accident to walkers cyclists or riders because of the increased traffic	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
724	837	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	None of the above. This is not required Providing localised flood improvements should not be used as a sop to get approval	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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725	837	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Not required. A road to connect 4 properties, costing hundreds of thousands of pounds when they have a connection via Stocks Lane anyway is ridiculous	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
726	837	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	There are no economic benefits to Hatch Beauchamp or other villages to these proposals	<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 transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
727	837	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	An environmental disaster! At a time when we are all trying to reduce our impact on the environment why try to concrete over acres of land and encourage cars to drive faster Not required	<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>	Yes
728	837	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	The Southfields roundabout need changing but the new A358 is not required	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 (RIS 3) 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.	Yes

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729	837	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	There ARE NO PROPOSALS. National Highways is only offering to talk to affected parties!!!	<p>As set out in Chapter 4 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 Chapter 4. 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 non-technical summary of the PEI Report, the consultation booklet, and a 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 (Appendix 4.4 of this Report) 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>	Yes
730	837	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	3-5 years of noise, pollution, disruption and more traffic is not wanted by anyone	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes
731	837	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	It is evident that the senior planners have not visited any/many of the areas affected by these proposals. The existing roads being asked to take more traffic are, in places, too narrow and these changes will cause chaos and potential accidents	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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732	837	Do you have any other comments you would like to make about our proposals?	All these proposals WILL BE POINTLESS unless BOTH the Nexus Roundabout AND the Southfields roundabout are completely upgraded. The Southfields roundabout is not funded nor detailed proposals provided which makes the WHOLE project worthless The fact that these proposals are being pushed through so hard and fast appears to be a desperate attempt to complete a vanity project the budget runs out. This will only serve to create a disastrous legacy for generations to come	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 (RIS 3) 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.	Yes
733	839	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Extra Bridges are not needed, leave existing access roads as they are.	Whilst there would not be direct access onto the new dual carriageway from Stoke Road, connections between the existing A358 road and local villages such as Henlade, Thornfalcon, Lower Henlade and Stoke St Mary would be maintained. Stoke Road can be accessed by the Nexus 25 junction, junction 25 of the M5, or by Mattock's Tree Green Junction via the existing A358.	Yes
734	839	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Some consideration is needed for the school/campsite access.	As part of the proposals a dedicated scout camp link road will be provided which will enable easier access to the Huish Woods Scout Camp from Mattocks Tree Green Junction and the new road. As part of these improvements a footway along the scout camp link road will also be provided. Furthermore, in this location the new A358 is moving further away from the scout camp than the current road.	Yes
735	839	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This will cause a rat run and be a problem for the local residents and businesses.	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.  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 (ComMA) (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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes

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736	839	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Bridge would have to be too wide to accommodate vehicular/walkers and riders safely. It is an accident waiting to happen.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
737	839	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The planned bridges will only take traffic from one side to the other, with no access to the A358. Where more access is the A358 is needed.	<p>The dualling 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>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 DMRB CD 122. As such, most-of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p>	Yes
738	839	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Residents on Capland Lane are worried this will cause more traffic to a quiet lane but without a link between Caplands and Village Road everything on the Western side of the A358 will have to go all the way to one of the new junctions just to be able to join the A358 to go back on yourself to get to Hatch Beachamp adding more time and inconvenience to your journey.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
739	839	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The proposed plans will involve a large amount of compulsory purchases of land from in and around the village which in turn will have a knock on effect on the overall feel of what is a quant little village.	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.	Yes

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740	839	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	It will add both time and miles to everyones journey to Taunton but without the proposed link road anyone living on the Eastern side of the A358 will not be able to get anywhere. That being said the single lanes on the Eastern side are not presently fit for purpose if they are to take additional traffic, single lane carriageways and existing road conditions are not appropriate.	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.  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.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
741	839	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Addressing the delays and issues with the Southfield roundabout should in turn have a knock on effect and traffic should travel more easily without the bottlenecks currently being experienced.	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.	Yes
742	839	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I have not seen enough information on this detailed in the information packs and presentations to be able to provide an informed decision either way.	National Highways acknowledges this response.	Yes
743	839	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The A358 will disrupt all travellers and residents for the duration of the project, which is due to run (if on time) for four years, this will be a massive inconvenience for everyone throughout that period and will have significant impact for the people and the environment. This scheme will be at the detriment of the local wildlife and residents. T Both the land grab and the new traffic links will impact the farming community in and around the area and some will find it exceptional hard to farm their land given the inconvenience this project will place on them.	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
744	839	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>Air Quality: Pushing more cars through the village roads and increasing the volume of cars travelling on the proposed A358 will significantly impact the air quality for the local residents and wildlife.</p> <p>Climate change: Covering the country side with more concrete/tarmac is going to impact our carbon footprint. The more roads we lay the more cars use them driving up the gases and omissions produced by them.</p> <p>Cultural Heritage: Listed building and conservation areas are going to be wiped out just to enable traffic to travel 1 mile per minute, which is not worth the significant impact this is going to have on what we lose as a consequence.</p> <p>Noise and Vibration: Throughout the 4 years of construction the noise and vibration caused by the works is going to be significant and will impact the local residents immensely.</p> <p>Local Communities: Rural areas like these need the connectivity to other small villages and hamlets as part of every day life; schools for children, parish meetings, social gatherings. This body of work will rip this apart and separate families and communities as a consequence.</p>	<p>Air Quality: We note your comments on the effect of the scheme on air quality. Environmental Statement Chapter 5 Air quality (Document Reference 6.2) contains an assessment of the impacts of the scheme. This predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the Base, Do Minimum (without scheme) or Do Something (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in Nitrogen Dioxide concentrations within the Air Quality Management Area.</p> <p>Significant effects as a result of nitrogen (N) deposition have been predicted at one Local Wildlife Site/Ancient Woodland (Saltfield Copse). Mitigation has been developed to compensate for this impact including sensitive management of the habitat and provision of new woodland in locations away from the road. The impact at all other designated sites is not significant.</p> <p>Climate Change: 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>Cultural Heritage: National Highways acknowledges this concern. Chapter 6 Cultural Heritage of the Environmental Statement (Document Reference 6.2) includes a detailed assessment of the significance and qualities of the cultural heritage surrounding the scheme and the impact of the scheme upon it. We note your comments on the effects of the scheme on listed buildings. However, the only physical impact on a listed building is the demolition of the curtilage wall and barn, leaving the principal building intact although with a significant effect on its setting and on the curtilage structures. Chapter 6 Cultural Heritage of the Environmental Statement (Document Reference 6.2) includes a detailed assessment of the significance and qualities of the cultural heritage surrounding the scheme and the impact of the scheme upon it.</p> <p>Noise and Vibration: 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>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				Local Communities: National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
745	839	Do you have any other comments you would like to make about our proposals?	This scheme will rip apart local communities by removing 18 junctions/access points to the A358 and replace them with 1 new one at Ashill plus a network of roads linking villages on the Western side but not connecting to the newly duelled A358. The Eastern side will have very little choice of how they move around without using the newly duelled road. Farmers who have land on both sides will not be able to access their fields via the new scheme and will need to travel the new links roads, adding more miles and time to their already long days and furthering the impact on the environment of their machinery. The existing A358 works well with the exception of the bottlenecks at Southfields and Henlade, if these were addressed the road flow would significantly improve and in my opinion the rest of the work would not be required.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
746	841	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Concern about noise levels and pollution.	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant effects during construction on air quality.</p> <p>There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors.</p> <p>The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.</p>	Yes



Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
747	841	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Concern about noise levels and pollution	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant effects during construction on air quality.</p> <p>There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors.</p> <p>The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.</p>	Yes
748	841	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Concern about noise levels and pollution	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant effects during construction on air quality.</p> <p>There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors.</p> <p>The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
749	841	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Concern about noise levels and pollution What would happen if the A358 is closed due to an accident, use of side roads?	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant effects during construction on air quality.</p> <p>There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors.</p> <p>The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.</p> <p>It should be noted that the dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358, through design features such as a reduction in the amount of junctions directly onto the A358, grade separation of some junctions, a central reservation, two lanes to allow overtaking and a hard strip. Two lanes also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic. This means that the use of the local road network as a diversion route with the proposed A358 scheme in place would be a rare event.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
750	841	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	No access to A358,	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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes
751	841	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and Carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
752	841	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Questions on duration of construction.	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.	Yes
753	842	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I don't think it has added any benefit to the what was already in place. Some lanes seem void/not needed. Only benefit is the addition of traffic lights.	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.	Yes
754	842	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Extra bridges are not needed. Leave existing access roads as they are.	<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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
755	842	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	consideration is needed for the school/scout camp site for access.	As part of the proposals a dedicated scout camp link road will be provided which will enable easier access to the Huish Woods Scout Camp from Mattocks Tree Green Junction and the new road. As part of these improvements a footway along the scout camp link road will also be provided. Furthermore, in this location the new A358 is moving further away from the scout camp than the current road.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
756	842	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This will cause additional roads that are not necessary and be a problem for residents/businesses.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
757	842	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Bridge would be too wide to accommodate all passengers. A potential accident waiting to happen.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane To access the junction.</p>	Yes
758	842	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The bridges planned will only take traffic from one side to the other. More access to A358 needed.	<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>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 DMRB CD 122. As such, all of the direct local road accesses have been removed an' access to Mattock's Tree Green junction and Ashill junction are provided.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
759	842	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Residents on Capland Lane are worried that this will cause more traffic to it's quiet lane but without a link between Capland and Village Road, everything on the western side of the A358 will have to go all the way to one of the new junctions, just to be able to go back up the A358 the other way to be able to get back to Hatch Beauchamp, adding miles to a relatively short journey with more pollution and emissions.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>No significant change in traffic is forecast on Capland Lane as a result of the proposed A358 scheme.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
760	842	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Such a lot of land grab. It will destroy the lovely little village of Ashill as more pollution and traffic which is also a hazard and safety issue to the village school and residents. This whole scheme is at the detriment to the local residents who live and work here.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
761	842	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	It will add more miles travelling to Taunton, but without it anyone living on the eastern side are marooned. Ashill is our village and already we have a road (A358) separating us. I have to drive to take my children to school which is ridiculous considering the distance. The new roads, although essential, still leave us with more journey time, petrol costs, pollution and emissions just to get to school each day. The single lane roads on the Eastern side are not big enough for all the vehicles & farm traffic that would need to use them. This whole scheme is at the detriment to the local residents who live and work here.	<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 dualling 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 there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
762	842	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Local roads will become rat runs upsetting residents. This whole scheme is at the detriment to the local residents who live and work here.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
763	842	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Local roads will become rat runs upsetting residents. This whole scheme is at the detriment to the local residents who live and work here.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
764	842	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Southfield roundabout is notorious for congestion, especially on a Friday afternoon. If this was sorted the road would run more smoothly without the need for the rest of the new scheme.	<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) exit, 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>	Yes

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765	842	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Not enough information included about this.	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).	Yes
766	842	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	This area has had much road building, causing disruption to travellers over the last few years. This A358 scheme will disrupt travellers and residents for several more years. It will cause more delays, devastation of the environment and habitats, air and noise pollution. I believe this scheme will be detrimental to walkers, cyclists and our children. Excessive land grab will put local farmers possibly out of business, having a huge impact on our country and county. This whole scheme is at the detriment to the local residents who live and work here.	<p>The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</p>	Yes

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767	842	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>Air Quality - The country is supposed to have better air quality and quality of life. In going forward with this plan you are changing these for the residents that live here. Climate change - Changing more countryside with roads will impact our carbon footprint. The more road we lay the more vehicles will come to use it. Once again this may lead to more traffic and congestion, will we always be looking to widen roads to find a solution? Cultural heritage - Listed buildings and conservation areas will be wiped out. Landscape - Trees, hedgerows will be removed, along with the animals that live there. These cannot be replaced easily and animals may not want to find their homes here. Biodiversity - We have so many animals living on my land. Building a new road will have a big impact on these animals. Noise and Vibration - Building the new road will create a lot of extra noise and disruption Heavy road building machinery spending weeks/months constructing the scheme as well as traffic trying to get through will cause increased noise and vibration, Population &amp; Health - Cutting off all side roads will cut off communities. Rural areas like this need connectivity to other small villages/hamlets not just the large towns. Our land/home will not be as enjoyable now due to increased noise, air pollution and view. Road drainage &amp; water - So much extra hard surfaces will mean extra water run off. The solution to this is yet more land grab to provide ponds for this water. Tourist &amp; Travelism - Who will want to visit this side of Somerset now? For B&amp;Bs, hotels, pubs etc you are reducing the number of visitors, they will simply keep on driving to find a greener and nicer part of Somerset or completely miss out Somerset altogether.</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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes



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768	842	Do you have any other comments you would like to make about our proposals?	<p>This scheme will rip apart local communities by removing 18 junctions/access to the A358 and replacing them with 1 new one at Ashill. Ashill will become a drive through rather than a cosy village that it is at the moment. Farmers will need to add more miles in farming machinery to access fields on both side of the A358 and milk lorries etc will be adding extra miles to reach the farms, all in all not good for the environment or the cost of food etc. If there are any accidents on the A358 there will be no way off of it without the access roads, causing traffic jams and long delays. The A358 works well with the exception of Southfields and Henlade, if these two areas were addressed the monetary saving would be immense, the travel time would improve and the amount of disruption, noise and pollution to local residents would lessen. So much for 'England's Green and Pleasant Land', it looks like it is going to be destroyed. Holiday makers travelling through are only seen for three months of the year are we really going to disrupt the lives of residents just for this? And to allow lorries to go 1 mile per minute along this 8 mile stretch saving them just a few minutes off of their journey? If the government decide to lower the national speed limit in response to emissions and global warming measures, then what is the point in building this new road? COP 26 was all about doing what we can to save our planet. Can you really justify loosing so many trees, hedgerows and wildlife? And increasing air pollution, noise, harmful emissions? Just so people travelling through this part of Somerset have a quicker journey? Ridiculous.</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>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields Roundabout on the A303 and the M5 Junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes

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769	844	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There needs to be more separation between motorway traffic and local traffic. Anyone looking at a map will see that the route using Ash Road from the new road is an obvious short cut through to south/south west Taunton although TOTALLY unsuitable for rat run traffic. It appears you have made no consideration of how your proposals are going to make the rat runs through our village worse. The closure of Greenway Lane /re route of Stoke road whilst welcome to stop the rat run through to South Taunton will just move the problem and increase the traffic that will come off at Ash Road and through Stoke St Mary to South Taunton. These roads are in most places single lane with dangerous, unsighted corners and very limited often impossible passing places. They are used by horseriders in the village to gain access to the nearest useable bridleway and totally unsafe for traffic cutting through. They are also used by cyclists and walkers and will make it extremely dangerous to use them. Ash Road access from Martock Tree Green roundabout needs to be closed. The old Ilminster road through to Blackbrook roundabout could be re-opened this is an industrial area and would have no residential impact. Has this even been considered?	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
770	844	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I believe this will push more traffic through the narrow roads in the area . Creech St Michael is already a bottleneck too	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

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771	844	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	The side of the A358 from Nexus to Lower Henlade where there is a proposed embankment will need planting and bunding and acoustic fencing and minimum lighting away from the road itself as the noise and light pollution will be severely impacted . Where are the lay-bys? Where is the space for broken down vehicles let's not turn this into another Smart Motorway debacle	<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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape,</p> <p>Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.</p>	Yes
772	844	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The design of Mattock's Tree Green Junction is an open invite to use Ash Rd as a direct cut through to those not wishing to use the M5 but wishing to travel to South/west Taunton. This road is a mainly single track road with VERY limited visibility or passing places. National Highways Model says that the additional traffic through this unsuitable route will DOUBLE. THIS JUNCTION IN THE ROUNDABOUT AT ASH ROAD MUST NOT BE BUILT This needs sorting urgently by Highways England so that it doesn't get passed off as a problem for Somerset Council to deal with.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
773	844	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Your existing plan involves acquiring a significant amount of land and also splits existing arable land beside it. Surely to maintain access to the properties and Scout Camp a bridge connecting from Village Road would be a far more sensible option and would save the need for a second roundabout on the South side of the A358 completely	<p>The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).</p> <p>As part of the proposals a dedicated scout camp link road will be provided which will enable easier access to the Huish Woods Scout Camp from Mattocks Tree Green Junction and the new road. As part of these improvements a footway along the scout camp link road will also be provided. Furthermore, in this location the new A358 is moving further away from the scout camp than the current road.</p>	Yes

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774	844	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	In Stoke St Mary alone there are over 40 horses in 7 establishments and even more in the surrounding area. It is already dangerous to ride our horses on the lanes ESPECIALLY during the current peak times of day, with the expected DOUBLING of traffic through from Ash Road this is going to be extremely dangerous to ride horses, walk or cycle. I refer you to your own Scheme Objectives where you wish to improve local communities' quality of life and under Safety - "safety for all pedestrians, cyclists and other non-motorised users. WITHOUT THE CLOSURE OF ASH ROAD JUNCTION WITH THE ROUNDABOUT you're putting our lives in danger and completely reversing our quality of life. When we had lockdown and only local traffic using Stoke St Mary it was a completely different place. It can be achieved without worsening the rat runs	<p>National Highways acknowledge this comment and notes that, 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>Revisions to the traffic modelling, to reflect the scheme changes as an outcome of consultation, show less traffic on Stoke Road and Ash Road through Stoke St Mary. The flows would be lower compared to the situation if the scheme does not go ahead. National Highways anticipates that the road environment through and around Stoke St Mary would be safer and more amenable for walkers, cyclists and horse-riders (WCH).</p> <p>The impact on local roads, including WCH, has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where beneficial to overcome road safety concerns. Ash Road was discounted from the assessment because it shows a decrease in traffic flows as a consequence of the scheme.</p>	Yes
775	844	Do you have any other comments you would like to make about our proposals?	No consideration seems to have been made of the horrific consequences of driving rat run traffic through roads which are unsuitable for anything other than LOCAL TRAFFIC PLEASE PLEASE CONSIDER THIS	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there would be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
776	853	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Whilst i agree with the closure of Greenway Rd and part of Stoke Road, where is the traffic going to go? You are creating even easier access to Ash Road through Stoke St Mary to the south & west of Taunton. These roads are equally unsuitable for use as a rat run with largely single vehicle access, very limited visibility and blind corners. They are used by the local communities for walking, horse riding and cycling. More separation from motorway type traffic and local traffic must be made. Why not use the old Ilminster road through to the Blackbrook roundabout which is a commercial area and will not affect 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 (ComMA) (Document Reference 7.4) and show that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

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777	853	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Surely this will just increase traffic using this as a rat run from north east of Taunton	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
778	853	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	No lay bys? We don't want a "smart dual carriageway" and the associated problems this will inevitably cause. What about the noise, light and air pollution? Serious accoustic fencing, planting and bunding will be needed to reduce this	<p>Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.</p> <p>The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p>	Yes
779	853	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This junction is just inviting drivers to cut through and use Ash Road as a rat run to get to south & south west Taunton especially if they don't want the M5. National Highways have already modelled that if this junction is made, the traffic down Ash Rd and through Stoke St Mary will DOUBLE. Ash Rd is a single track road with very limited visibility, inadequate passing places and blind corners. This junction is unnecessary and MUST NOT BE BUILT THIS NEEDS TO BE ADDRESSED NOW and not left for Somerset County Council to sort out afterwards	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

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780	853	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Totally unnecessary see answer above re Ash Road. At the moment huge swathes of land are being divided to make space for this proposal. Simple answer build either under or over bridge from village road where it meets the new connection with Mattocks Tree junction and then only one planned roundabout would be required on the north side and none on south side.	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 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.	Yes
781	853	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	With your plan, Ash road is going to become a rat run through Stoke St Mary. There are around 50 horses in Stoke St Mary and owners who need to be able to exercise their horses safely. This means there is a necessary evil of riding on local roads until we can gain access to functioning bridleways (for instance at Thurlbear Hare Trail). With a predicted doubling of traffic through Ash road this is going to be dangerous for horses and riders together with walkers and cyclists who regularly use this road. Your plan goes completely against your SCHEME OBJECTIVES how can you say you're promoting opportunities for improving the local communities' quality of life? Or SAFETY for all pedestrians, cyclists and non motorised users. You will be making our lives hell and putting them at risk at the same time	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.  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 (ComMA) (Document Reference 7.4) and show that there would 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.  The impact on local roads, including walkers, cyclists and horse-riders has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where beneficial to overcome road safety concerns. Ash Road was discounted from the assessment because it shows a decrease in traffic flows as a consequence of the scheme.	Yes
782	853	Do you have any other comments you would like to make about our proposals?	Please listen. Please don't turn Ash Road into a rat run	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.  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 (ComMA) (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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes

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783	859	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1- provide a connecting link road between Capland Lane and Village Road Reason: To ensure the residents and other users of Capland Lane have a more direct and less hazardous route (Stock's Lane extremely narrow and has flooding issues), into the village of Hatch Beauchamp with it's amenities and onwards to the A358 via the proposed junction at Mattock's Tree Hill.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders And carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the Past.	Yes
784	860	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	There needs to be connectivity with Lower Henlade and Stoke St Mary from Henlade. We do use Greenway Road fairly regularly so would need an alternative route.	Whilst there would not be direct access onto the new dual carriageway from Stoke Road, connections between the existing A358 road and local villages such as Henlade, Thornfalcon, Lower Henlade and Stoke St Mary would be maintained. Stoke Road can be accessed by the Nexus 25 junction, junction 25 of the M5, or by Mattock's Tree Green Junction via the existing A358.	Yes
785	860	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	This is the section of the new route which most needs doing. If the remainder of the project is cancelled they should still by-pass Henlade.	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.  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 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.	Yes
786	860	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is such a massive junction in an area which is currently predominantly farmland. It urbanises a rural area. The new junction is 12 lanes across to replace 4 current lanes. Why are single lane feeder roads becoming double lane slip roads? This seems to be a poor use of the existing dual carriageway which could have small local lanes added at the side of it. We strongly disagree with the statement that putting the new carriageway in a cutting minimises its impact on the landscape. It hides an enormous eye-sore but destroys the surrounding rural aspect	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 development (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	Yes
787	860	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This is a massive junction to connect small villages. It dwarfs Southfields roundabout which is a major roundabout on a trunk road giving access to a market town. It is even more extensive than the motorway junction at the county town.	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..	Yes

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788	860	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The local roads will be far busier as cars from the surrounding area are channelled onto the Henlade to Southfields route to gain access to the A358. Without detailed plans for scrutiny one cannot currently agree to your proposals. The scarcity of bridges does not bode well though for connectivity for these users	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
789	860	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The mitigation should be spread along the length of the route to provide wildlife corridors. Little seems to be undertaken to provide mitigation as a way to provide visual and sound screening. Most local people choose to live here because of the natural environment but the bulk of mitigation is in clumps, not necessarily where people live. The scale of the two main junctions for small villages is out of proportion. How can these be bigger than the junctions at either end? Low noise tarmac and a complete absence of street lights are essential to maintain the rural nature of this 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) submitted within the DCO application.</p> <p>Large 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) submitted within the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p> <p>We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity. The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p>	Yes



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790	868, 867	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The size and scale proposed is far, far in excess of what is needed. The street lighting and noise pollution will be excessive. The impact on the historic woodland area known as Huish Woods and used by Beaver, Cub and Scout groups from all over the country will be devastating.	<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>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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p> <p>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 submitted as part of the DCO application (Document Reference 6.2).</p>	Yes
791	868, 867	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
792	868	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	More accessible bridleways please!	Throughout the development of our preliminary design, one of our aims is to enhance access for walkers, cyclists and horse-riders including disabled users who use the route. The scheme seeks to provide an offline cycle route that will serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys, it connects to the local road network and the existing Sustrans national cycle network and provides new off-road routes from Henlade to Southfields roundabout. Our proposal maintains connections with the national cycle network, local road network and nearby communities. The A358 improvement scheme will provide: 19 new public rights of way, 7 footpaths, 3 bridleways, 9 restricted byways and 4 traffic free or very lightly trafficked bridges.	Yes

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793	868	Do you have any other comments you would like to make about our proposals?	Please do not turn our local rural area into the M25 of the South West, just so Londoners etc can travel more conveniently on holiday. This is our home and we chose to live here for a reason. That does not include large, unnecessary roads for the benefit of people who do not have to experience the negative impacts on a daily basis.	<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 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>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
794	868, 867	<p>Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?</p> <p>To what extent do you agree or disagree with our proposals for the Ashill junction?</p> <p>Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?</p> <p>To what extent do you agree or disagree with our proposals for Southfields roundabout?</p> <p>Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane?</p> <p>To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?</p> <p>To what extent do you agree or</p>	<p>Local people do not want this project. Insufficient allowance has been made of what the local villages and people think about this project. It will create more traffic through Hatch Beauchamp and other villages. The current A358 was meant to be a bypass to Hatch Beauchamp, but the new proposals will turn the village back into a 'rat run'. The changes proposed to the A358 will be worthless unless Southfields roundabout is upgraded first, and this is not funded by this development. Tailbacks will be worse than currently, which will also cause traffic to divert even more through our small, rural villages. There will be a huge environmental impact!!! There will be no economic benefit to Hatch Beauchamp or other local affected villages. Current proposals for local access means Hatch Beauchamp will become a 'rat run'! Local access is a mess - no slip roads where they are actually needed and flyovers at Bickenhall Lane and Village Road will route traffic from Neroche, West Hatch, Ashill, Staple Fitzpaine and further afield through Hatch Beauchamp to access the A358. They should either have their own access OR such accesses should be for non-motorised vehicles (other than farm traffic), horse riders, walkers and pedestrians ONLY. Access should be redirected otherwise back up to the Mattocks Hill Junction IF those vast roundabouts have to be built. I am opposed to a 2 way public vehicle flyover at Bickenhall Lane joining into Village Road. Our village has narrow, rural roads that cannot take the volume of traffic that will definitely end up using it as a result of the current proposals. Please only allow access here for horses, riders, cyclists and local farm traffic. The proposals defeat the original purpose of the A358 as a bypass of Hatch Beauchamp. Henlade will get its new bypass, but you will be diverting and increasing the problem into the greater rural area of Hatch Beauchamp. There will be significant increased traffic, farm machinery and lorries on narrow village roads, including single track roads and those with no pavements. All of the above will make our village more dangerous (ie for the school, playground, care home, and residents,</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 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 (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>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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		<p>disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users?            To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358?            To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response.            Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report.            Please let us know if you have any comments on our proposals for construction, including the proposed phasing.</p>	<p>with worse air quality, noise, light and pollution and quality of life. IF the road goes ahead, I want a dual carriageway and not an expressway. We do not need such a wide road as double the width of a dual carriageway, which would be wider than most of the existing A303. It would be an unnecessary and costly land grab in a rural environment.</p>		

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795	871	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>Our business of 28 years has recently finished building/developing an equestrian retail site covering 1.5 acres near to the eastern end of village road. This is located at the former Woodlands builders yard. Our retail planning permission was granted in 2016. Our store is 7000sqft of retail space with further offices and lecture rooms. A further feed and bedding barn of 4000sqft for bulk retail sales. We have tarmacked parking beside the store for 37 cars plus two disabled spaces and a further overflow area for 30 more cars. This currently enjoys direct access to the A358. We relocated and started trading at this brand new site on 11th November, less than two weeks ago. Our principle areas of business are as a South West regional Saddlery retail outlet, extensive storage and warehouse for online sales, animal feed distribution centre, saddle fitting venue and regional training centre. Clients travel to us on a daily basis from the entire South West, from Lands End, South Wales, Swindon and Bournemouth. We regularly have clients visiting from further afield during seasonal competition periods. This includes regular international visitors that schedule a visit to us when visiting the UK. Before we relocated we had been trading from a much smaller rented premises on a trading estate in the centre of Hatch Beauchamp for the last 28years. During this last summer we monitored the traffic flow to our previous premises to indicate the volume of traffic we generate on a regular basis. Day to day visiting clients in cars/four wheel drives: 60 – 100 cars per day plus staff comings and goings. Substantial increases seasonally and during sale periods. Delivery lorries: Two to three rigids or articulated lorries per day. A minimum of 5, but up to ten van deliveries/collections per day. Between 12 and 16 horse trailer/4wd combinations or horse lorries, 3.5 to 7.5 ton plus HGV. Apart from the saddle fitting, all of this traffic was generated from our previous site in the middle of Hatch Beauchamp. The larger majority of traffic arrives from the west due to the motorway link. Since moving, all of this traffic has been redirected to our new site. This new site has a sales/retail area six times larger than previously and parking by a much larger amount. We currently employ 8 members of staff, full and part time from the local community. We plan to increase this by at least 50%. Please note, this is not dependant on any increase in sales. We are a proven business of 28 years and are operating within our financial capabilities. We also will be hosting training days, both theory and practical, within our facility. We already have confirmation from BETA ( British Equestrian Trade Association) of their desire to use our venue as a training centre for the South West region to allow members to maintain nationally</p>	<p>National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme.</p> <p>The dualling 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>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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>Access to this business will remain onto the existing Village Road. A new junction will be provided in close proximity to connect the old Village Road to Village Road overbridge. The access design will be refined as the detailed design at this location is developed.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the lme put forward as part of this Development Consent Order application is the preferred solution.</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>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>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 (RIS 3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes

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			<p>recognised qualifications and maintain CPD points.. We also have interest from The Royal Pharmaceutical Society, and SMS (Society of Master Saddlers) for the same reasons. We will also be holding educational sessions for riding clubs and any interested members of the public etc. Naturally we are a great resource in the rural community and we contribute massively to the local economy. Obviously, due to these massively improved facilities, we can only speculate as to the increase in traffic that we are likely to generate, however we have already had saddle fitting clients from Berkshire and Sussex, much further away than usual. Furthermore our car park, although large, has only had four or five spaces spare several times already. With the current proposed new road layout, it is fairly obvious that Hatch Beauchamp will not safely cope with this traffic volume. The local area and its inhabitants would be better catered for if this traffic did not have to drive through their villages. Direct access to the A358 is vital at this end of the village to avoid a major and dangerous daily bottleneck through the centre of Hatch Beauchamp. Also, since the revised location of the bridge over the A358, our development entrance would no longer be on Village road. However, it is incredibly close and probably needs revising due to the dangerous implications for our traffic entering and leaving our site. I have had visits previously from representatives of Highways England, but I did not feel any interest was shown at all with regard to my concerns. I would welcome any further visits to our business so a better understanding of the serious impact on traffic we generate and how improved proposals that would benefit the the local area and traffic flow can be better appreciated. Lastly, it does seem futile making all of these changes to the A358 when all it is going to do is take traffic quicker to the constant queues on the ridiculously designed Ilminster bypass.</p>		
796	878	<p>To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response</p>	<p>concerns about 2way traffic into hatch beauchamp on verry narrow road</p>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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797	878	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	essential for access to arable fields in capland lane	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
798	879	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I strongly disagree with the proposals – National Highways has failed to make a compelling or coherent case as to why the scheme should go ahead. By contrast the known, negative consequences will be irreversible and catastrophic for local communities and economies and devastating for the environment. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient and with the current A358 accesses, not busy. This proposal creates needless environmental damage to a greenfield site and is not required. It will cause a rat-run through Hatch Beauchamp. The Scheme is removing 18 local access roads to the A358, replacing them with two junctions and encouraging all local traffic instead to make much longer journeys on unsuitable, often single track roads through rural villages, significantly damaging the quality of life and health outcomes of the local residents and road users. The original A358 was designed as a bypass to Hatch Beauchamp – but by drawing traffic across the proposed dual carriage way and funnelling it through the village to the Mattocks Tree Junction, all these benefits will be negated. If the proposal for a dual carriageway should go ahead, then Hatch Beauchamp should retain access to join the new A358. However, this access should be discussed in detail with all stakeholders in the village and not designed in such a way as to draw thousands of extra cars a day through the village.	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.  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.  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.  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	Yes

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799	879	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	<p>I strongly disagree with the proposed development – dualling this whole section of the A358 has significant detrimental impact to the environment, health, quality of life and livelihoods of all those living between Griffin Lane and Ashill which are not outweighed by the purported benefits of the scheme and entirely contradict its objectives. These damaging impacts include severing communities, lengthening all local journey times, making local roads dangerous by forcing more traffic through villages with unfit infrastructure (such as narrow lanes), detracting from quality of life and worsening health outcomes for residents and visitors, including vulnerable groups such as those in schools, playgrounds and care-homes by increasing traffic flow, noise, light and pollution. The proposed development entirely negates and reverses a central objective of the existing A358 which was to act as a bypass for Hatch Beauchamp by giving local traffic safer and quicker routes rather than having to use Hatch Beauchamp as a through road. However, the new scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, combined with two flyovers within 500m of each other into the village. The new scheme reverses all benefit of the Hatch Beauchamp bypass and will make local villages, particularly Hatch Beauchamp, into rat-runs and glorified junctions. This is both dangerous and has a detrimental and sustained impact on quality of life, which is significantly worse than occasional queuing at either end on the existing purpose built A358. The overall benefit cost ratio for the project is very poor and for this section of the road, likely non-existent. There is only local detriment to local residents and businesses as it restricts connectivity and worsens their environment and health outcomes. By contrast, dualling this section of road would not even have a 1-minute benefit to the total journey time of non-local traffic travelling the full 8 miles of the A358, therefore any overall economic benefit is negligible at best. This section of the road does not need dualling and the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfields roundabout, where there are more regular bottlenecks. Even if a dual carriage way were required, it should not be a 'high-quality' Expressway. The negative impact on safety, health, well-being, environment, local business viability and local community ties is significantly worsened by the over-engineering of an Expressway, rather than a standard dual carriage way. A conventional dual carriageway (including with local access) would be the same standard as much of the new proposed and existing A303 in the corridor and would reduce cost, time and disruption to build. It would have less</p>	<p>National Highways have met with this landowner on a number of occasions to discuss the proposals and the impact it would have on PIL ID 879.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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			<p>adverse consequences for the environment, quality of life, health and economic and community impacts currently proposed for all local villages and communities. A standard dual carriageway would likely reduce agricultural and rural landtake by up to 50% compared to the proposal, will not so egregiously scar the countryside with an unnecessary urban, motorway style design and will allow more flexibility to resolve local accessibility issues for all user types The proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse riders and cyclists and will destroy the rural identity of Hatch Beauchamp, moving the problems seen at Henlade directly to Hatch Beauchamp. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The proposed bridge at Bickenhall lane will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and likely increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses along roads which have parked cars, few streetlights and inconsistent pavements. My agricultural business spans both sides of the A358 for much of this section. The dual carriageway will have a significant detrimental impact on my business and the lives and livelihoods of those who rely on it or live within in, given the proposed landtake and restricted accessibility. My family has made significant investment in rectifying the damage caused by the existing A358 in the 1990s, including at our own cost significantly improving the biodiversity of the area with tree planting. The proposal will take significant land, both agricultural and woodland and include areas rich in biodiversity. The environmental benefits and good stewardship</p>		



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			<p>of our business have been noted by NH's surveyors. However, this only results in net loss both to us, those who rely on us, and ultimately the environment, as every ecology discovery (even an extraordinary rare maternity roost of rare bats) seemingly has no impact on NH's design, but increases their proposed landtake from local landowners and businesses. Our business requires ongoing access to Bickenhall lane for agricultural vehicle access which will be severely restricted by the predicted extra flow of traffic using Bickenhall Lane as a rat-run. The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders and disabled users and local agricultural vehicles, but not public vehicles. Under the current proposal, HPP will lose significantly more land to build a public-bridge that no one in the local community wants or needs – this is unacceptable. There is significant detriment to my local community and the environment and unclear, unsubstantiated benefits to the Scheme overall. As a result the devastating personal impact to me, my family and others who rely on my business are galling and unacceptable. NH's failure to engage meaningfully with the priorities and needs of local business and communities shows a shocking disregard for the people that the Scheme should be designed to serve.</p>		
800	879	<p>To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response</p>	<p>I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. There should be direct access onto the A358 by a conventional junction, which would negate the need for an additional road, and the associated environmental impact of further land take and longer journeys. National Highways has failed to make a compelling or coherent case as to why the scheme should go ahead. By contrast the known, negative consequences will be irreversible and catastrophic for local communities and economies and devastating for the environment. This questionnaire is written in an intentionally confusing and disingenuous manner, suggesting to the reader that the case for the dual carriage way is already complete and all that is left to debate are roads around the edges.</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 dualling 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>In the vicinity of Ashill, connectivity across the A358 for vehicles is provided at Village Road overbridge to the north and Ashill junction overbridge to the south. These are connected on the southern side of the widened A358 by the existing Ashill Road (Old A358) and on the northern side of the widened A358 by the new Stewley Link and Capland link road. Connectivity for walkers, cyclist and horse-riders is also proposed across the A358 at High Bridge and Sunnyside Underpass.</p>	Yes

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801	879	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. There should be direct access onto the A358 by a conventional junction, which would negate the need for an additional road, and the associated environmental impact. The known, negative consequences will be irreversible and catastrophic for local communities and economies through blight, severance and pollution - and devastating for the environment. This questionnaire is written in an intentionally confusing and disingenuous manner, suggesting to the reader that the case for the dual carriage way is already complete and all that is left to debate are roads around the edges.	<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>National Highways acknowledges this comment; however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts</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>	Yes
802	879	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I strongly disagree with the proposed development and National Highways are clearly not listening to local communities and their needs. The proposals are unclear, and not outlined properly in the consultation brochure. Walkers, cyclists, horse riders and disabled users will be worse off if the proposed development goes ahead and National Highways is not considering their needs sufficiently. The local road networks along the route will all be much busier, with increased traffic (including heavy goods vehicles), given the proposal to restrict direct access to the A358 for nearly all existing access roads. This will cause more dangers to the vulnerable groups, such as walkers, cyclists, horse riders and disabled users, rather than less, as they will have to share narrow, rural roads, often with no lighting or passing places, with many other types of road user – significantly more so than they do today. A similar disregard for the practicalities of expecting these groups to share space with general traffic is shown in the Bickenhall bridge proposal - where they will be funnelled from a two-way bridge onto narrow lanes with increased numbers of other road users.	<p>The scheme objectives include an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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803	879	Do you have any other comments you would like to make about our proposals?	<p>In the strongest terms, I reject that the proposed road development is needed at all, particularly between Mattocks Tree Hill and Southfields roundabout. The proposal defeats the purpose of the original A358 by-pass in the 1990's to remove traffic from the villages, such as Hatch Beauchamp. Traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads in the local network, including past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required and has not meaningfully substantiated the proposed benefits, other than to acknowledge the cost/benefit ratio is very low. By contrast the environmental assessment is not yet complete, though the catastrophic consequences for climate change, local landscape, heritage, and biodiversity are clear to see. National Highways has self styled a A303/A358 corridor, though their upgrade plan is piecemeal with a number of small schemes, for which they seek individual comment and approval. This disguises the overall cost, cost/benefit ratio or environmental impact of the plan as a whole. However, without the complete plan, then the smaller Schemes are irrational and likely to worsen any issues for traffic on the route. This is felt keenly even in the minor detail of this Scheme as there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields roundabout is the main cause of bottlenecks on the existing road and tailbacks will only increase if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. If the Scheme to dual the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans. The demand could be met while also crucially increasing the options for flexibility and local access by using a more standard dual carriageway, as is the case elsewhere on the A303, both in existing and proposed dualled sections. The "Expressway" design requires significantly more cost, more land-take and construction time/effort. The design appears more similar to a motorway than a regular dual-carriageway, which is disproportionate to requirements. Further the A303 is not styled as an Expressway, even in the sections proposed for upgrade. It is unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) submitted within the DCO application. Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.</p> <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) exit, 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>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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			<p>junctions, therefore there is no meaningful improvement in journey times in NH's modelling even by the end of the first year of the road being built. Changing the plan to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural businesses. My business stands to be significantly impacted by the existing plans, losing a significant proportion of its agricultural land, for a type of road which is overengineered and has significant detriment to my community. Hatch Beauchamp will suffer significant environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people, with increased pollution, traffic and blight and severance of local communities. The mitigations, particularly related to local connectivity are insufficient. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. National Highways has suggested that reduced queuing time on the A358 will improve quality of life for local communities, while at the same time funnelling traffic and pollution through the villages in which they live, work and play. The proposal for a public access bridge at Bickenhall Lane is completely unacceptable. It will create a 'rat-run' straight into the centre of the village down a very narrow lane. If there must be a bridge at Bickenhall Lane, it must be limited to walkers / cyclists / horse riders and agricultural vehicles only - not lorries or public vehicles. This would be far less expensive than that currently proposed and the traffic on Village Road would not increase. If that isn't possible, then the original proposal to close Bickenhall Lane should be revived to protect Hatch Beauchamp. There will also be significant environmental impact of the road overall: it was revealed at COP26 that construction &amp; the built environment account for about 35% of total global CO2 emissions. It seems inconceivable that National Highways are recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences. Somerset County Council has declared a Climate Emergency and is has urged all road users in the County to reduce their travel times. The proposal is encouraging more road use and creating an irrational network of extra roads and longer journeys. I am very concerned about your plans for local community and stakeholder engagement and do not believe this consultation has been organised in a sufficiently fair and transparent way. I have experienced and witnessed</p>		

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			<p>woeful public engagement to date. This includes extremely long lead times for responses to questions raised by email or phone. The proposed SLA of 10 days is clearly unreasonable in the context of a consultation which is only running for 30 working days and when respondents have been provided with a summary document that is far too brief and a series of documents such as the PEIR which require Technical proficiency to understand. The 'planning ahead of construction' section in the consultation brochure is inadequate, and assumes individuals have access to the PEI report, or the Technical proficiency required to understand a very complex document which has not been authored for the general public as its intended audience. For example, I strongly disagree with the proposals for 'Planning for construction' and 'site compounds', neither of which have been explained in sufficient detail to enable the general public to understand the impact of what is being considered. Webinars have not been recorded and most have taken place in working hours while face-to-face events have been restricted to the two ends of the route, but not hosted in the communities most affected. Taken together, this has reduced accessibility for many affected parties. This feedback questionnaire is disingenuous suggesting to the reader that the case for the dual carriage way is already complete and all that is left to debate are roads around the edges. As I have recorded elsewhere in communication to National Highways, your landowner engagement has been poor and at time disingenuous and disrespectful throughout the development of the Scheme, from 2016 onwards. Straightforward questions about the extent of impact and proposed mitigation measures for land and business owners remain unanswered and commitments to ongoing and transparent communication have frequently fallen short of promises made.</p>		
804	869	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The M5 junction needs improvement sometimes it backs up onto the M5	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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805	869	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	This new connection will transect my property see land parcel U00027. In 2018 this property was valued. If it is to be split in two its developmental potential could be seriously diminished. Copy of valuation has been sent to this consultation via Freepost,	National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme. Following Statutory consultation the design for Ash Road has been changed so the access to their business is no longer impacted by the scheme.	Yes
806	881	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I assume that M5 Junction 25 and the nexus roundabout are complete and you will bring the A358 into the easterly side of the Nexus roundabout	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
807	881	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Well used 'rat run,' and an important connection through to Stoke St Mary and to Taunton mainly, the bridge will maintain this, and I'm sure we'll see an increase in traffic along this route as the cross roads at Henlade will be easier to navigate on to the old A358 with all the traffic from Junction 25 direction taking the new A358.	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.  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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes

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808	881	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We own the Old Railway Cutting, adjacent to Ash farm and as directors of Thornfalcon Storage Ltd we rent out at present a mixture of 20ft and 40ft containers 70 plus in number to both private individuals and trades persons. We also as a partnership facilitate yard space for 13 businesses ranging from a scaffolding firm, ground workers, landscape gardeners, an events shower company etc. Generally we feel we can described the whole yard as very busy and so whilst the A358 upgrade may offer an advantage in the future it's the interim which causes us concern and also the road from the roundabout on the west side of Mattocks Tree junction leading to Nightingale Acre and the lane to Huish Woods. Points of concern, ref A358 consultation	National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme. Following Statutory consultation the design for Ash Road has been changed so the access to their business is no longer impacted by the scheme.	Yes
809	881	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	1, The new proposed bridge at Ash Farm leading up to the roundabout on the west side of Mattocks Tree junction. This in particular is probably our main concern, it would appear that no allowance has been made for an entrance into our yard at this point. This is at present the only access for all tenants and deliveries whether it is by small van or articulated lorry. We can't see why this entrance can't be maintained even if it needs to be redesigned. We feel that the entrance to the rear east side of our yard is not adequate and has the potential to threaten our security. We would also feel its necessary to point out that there is a flooding issue at the location of the new bridge. We have been in communication with Somerset West & Taunton Council (formerly Taunton Deane Borough Council), who retain responsibility for the drains from when the site was used as Taunton Deane's refuse tip, to try and resolve this problem, this has been going on for the last 6 years approx' and has stopped us from renting this space out, which we could have done several times over. Progress is painfully slow certainly not helped by Covid . We also believe that it be far better to not connect Ash Road to the new roundabout in the first place but rather maintain the existing turning at the Nags Head Inn, with a bridge over the A358. This would no doubt prevent the route to and from Taunton via Stoke St Mary with its single carriage way becoming more of a problem than it already is, I believe that this option is also supported by the local parish councils 2, Access road to Nightingale Acre / Huish Woods lane. We feel that the proposed access from this road into the back of our yard has not been properly thought out and is not appropriate. This access road also splits a perfectly good field in half why can't this road bend back and run adjacent to the	National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme. Following Statutory Consultation the design for Ash Road has been changed so the access to their business is no longer impacted by the scheme.  There are geometrical and spatial constraints which do not allow the alignment of the Scout Camp link road to go between the School and the A358. Furthermore, there will be a larger impact to the school by bringing another road in close proximity to it.  National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.  Feedback during the 2021 A358 Statutory Consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.  The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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			slip road then the new A358 to Nightingale Farm Lane.		
810	881	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	3, Security for our site during and post works, especially to the rear easterly yard boundary, including screening by earth banks, and planting	The area between the Scout Camp link and the landowner's property is proposed for environmental mitigation planting and as such will be screened from the general public. Screening during the construction phase has not yet been designed but will be considered at a later design stage.	Yes
811	881	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	4, Maintaining access for all to the yard during construction works, have any contingencies been made?	National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme. Following Statutory consultation the design for Ash Road has been changed so the access to their business is no longer impacted by the scheme.	Yes



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812	881	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	5, Increase of traffic through Ash Road to Taunton via Stoke St Mary. This is already a problem especially at times when the A358 is congested, we can only see it getting worse with the ease of the new junction over the existing one adjacent to The Nags Head Inn. There is a particular problem in the stretch of road that starts up above Ash Farm where you turn right towards Stoke St Mary and down over Holway Head. Hill, this roadway is a single carriageway with limited passing places. Its not unknown for this road to become grid locked	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 Statutory Consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes
813	881	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Access road to Nightingale Acre / Huish Woods lane. We feel that the proposed access from this road into the back of our yard has not been properly thought out and is not appropriate. This access road also splits perfectly good fields in half and is an unnecessary scar on the landscape why can't this road bend back and run adjacent to the slip road then the new A358 to Nightingale Farm Lane. Looking at the fly-through video that you have provided there would appear to be plenty of room to do this!	National Highways have met with this impacted landowner to discuss access to their business following the completion of the scheme. Following Statutory consultation the design for Ash Road has been changed so the access to their business is no longer impacted by the scheme.	Yes
814	881	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Given the size of Hatch Beauchamp I feel there should be Junction on and off the A358 at this point, it would alleviate traffic through the village, after all the existing A358 past Hatch Beauchamp was built as a bypass! it also picks up traffic that would otherwise use Bickenhall lane to presently access the A358 For the sake of repeating myself!! Public feeling in Hatch Beauchamp is running High they fought for years to secure the A358 bypass and this is now under threat with all the local traffic that will have to navigate the village, make this a junction to access the new A358 at this point and it solves the problem.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes

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815	881	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Gives direct link especially if new Junction as comment at 3b above.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
816	881	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Gives connection between local communities	National Highways welcomes support for the scheme	Yes
817	881	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This junction would encourage existing users of the Broadway to Bickenhall route to come to this junction to use the A358 also picks up Rapps Rd with Ilton traffic and beyond.	National Highways acknowledges this comment.	Yes
818	881	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	connectivity!	National Highways Acknowledges this comment.	Yes
819	881	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	connectivity!	National Highways Acknowledges this comment.	Yes

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820	881	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Great idea, as a cyclist i'd use it if i'm not too old by the time you complete it!	National Highways welcomes support for the scheme	Yes
821	881	Do you have any other comments you would like to make about our proposals?	1, Do away with connection to Ash Road From new Westerly Roundabout At mattocks Tree Junction maintain junction at Nags Head Inn with bridge over new A358 2, Keep service road to Nightingale Farm / Huish Lane next to slip road /main rd 3, Ensure a proper junction at the southerly end of Hatch Beauchamp to maintain it's Bypassed status and to ease local traffic from mainly single carriageway country lanes	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.	Yes

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822	892	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I strongly disagree with the entire A358 Dualling Scheme, and in particular the proposed GD300 standard of the design. Henlade needs a bypass, but the bypass should incorporate the existing road to the south of the entrance to the village, and does not require a parallel GD300-standard expressway, which will create unnecessary environmental impact and damage. I also strongly disagree with the proposed design for Mattock's Tree Green Junction – there is no need for two roundabouts. I am very concerned about the impact of air, noise and light pollution created by the proposed design. A simpler dual carriageway, not designed to Expressway standard, that connects via a roundabout directly-south of Henlade village would enable the existing stretch of the A358 north of Mattock's Tree Hill to be incorporated into the design	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>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.</p> <p>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> <p>The proposed junction at Mattock's Tree Green comprises of a 'dumbbell' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.</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>	Yes
823	892	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	This area of countryside has already been blighted by urban sprawl from the 'park-and-ride' scheme and proposed Nexus 25 development. Any further road development and construction should be minimised wherever possible. Modelling is incorrect as assumption (confirmed by NH during webinar) is made that Nexus 25 has full occupancy. Given that on the other side of the roundabout Blackbrook Business Park has empty units plus a development plot of 35,000sq ft it is far from certain that Nexus will ever achieve full occupancy.	<p>The traffic modelling assumes that the Nexus Development will have a 75% buildout in 2031 and 100% buildout in 2046. It is important that, when designing major highways schemes, the forecast traffic is not underestimated and that the design is sufficient to accommodate traffic generated by any likely future developments.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The modelling work undertaken all adheres to TAG (Transport Appraisal Guidance) standard as published by the DfT on the gov.uk website.</p> <p>The methodology and results of the traffic modelling, including details of all developments and development assumptions, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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824	892	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I strongly disagree with the entire A358 Dualling Scheme, and in particular the proposed GD300 standard of the design. Henlade needs a bypass, but the bypass should incorporate the existing road to the south of the entrance to the village, and does not require a parallel GD300-standard expressway, which will create unnecessary environmental impact and damage. I also strongly disagree with the proposed design for Mattock's Tree Green Junction – there is no need for two roundabouts. I am very concerned about the impact of air, noise and light pollution created by the proposed design. A simpler dual carriageway, not designed to Expressway standard, that connects via a roundabout directly south of Henlade village would enable the existing stretch of the A358 north of Mattock's Tree Hill to be incorporated into the design	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>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.</p> <p>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> <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>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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes
825	892	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I strongly disagree with this proposal. It is a needless land-grab which creates orphaned farmland between the proposed connecting road and the A358 dual carriageway. A sliproad from the A358 northbound would be enough	<p>The 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 soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p>	Yes

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826	892	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I strongly disagree with the proposals	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.	Yes
827	898	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Does not affect me	National Highways acknowledges this comment	Yes
828	898	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	It is an unnecessary disruption and eyesore	National Highways acknowledges this comment.	Yes
829	898	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This will create unnecessary and disruptive traffic flow through Hatch Beauchamp Village and will further add to pollution, traffic noise and ruination of local wildlife habitat.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
830	898	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The A358 was built to stop traffic through the villages this again will ruin the local environment and the whole concept is ill judged and ridiculous	<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>	Yes

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831	898	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	This again goes against the whole idea of traffic not going through the village which was the reason for the A358. So again it is ill thought out with no consideration for the local residents and would increase the journey time to Ilminster and Taunton with further pollution!	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.	Yes
832	898	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
833	898	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	We have perfectly good access to Ashill and Capland without the need for an unnecessary bridge.	National Highways acknowledges this comment.	Yes
834	898	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Not necessary	National Highways acknowledges this comment.	Yes
835	898	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Not necessary	National Highways acknowledges this comment.	Yes

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836	898	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I disagree with the whole idea of the construction which is an unnecessary and disruptive disaster for the local environment. We are supposed to be getting cars off the road not making it easier for their proliferation. This is a means of getting more tourists to the M5 quicker and takes no account of the needs of the local residents.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes
837	899	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The proposed overbridge/junction is directly in front of Axeford Lodge. The overbridge/junction is very close to the property which is currently in a semi-rural location. The proposed height of the bridge will have a significant visual impact on the property, not only in terms of its outlook, but also in terms of the impact from vehicle lights shining into the property, and the associated traffic noise and potential vibration, pollution, etc. The proposed overbridge will therefore have a significant detrimental impact on the property, and therefore its value.	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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).  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, 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.  Taking into account consultation feedback, the scheme boundary has been revised in this area to remove the encroachment onto the properties land parcel.	Yes
838	899	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
839	899	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This will result in significant traffic use of the overbridge and we therefore disagree with this proposal for the reasons outlined at 3b above.	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.	Yes



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840	899	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	We would like to reiterate our strong disappointment with regard to the proposed overbridge and its position directly opposite Axeford Lodge. When we met on site with Nick Cooper and his team in April 2021 this was the first time that we were fully aware of the height and proximity of the proposal, following the changed position of the overbridge away from the other residential properties to the south-east of Axeford Lodge. We made our thoughts clear at this stage and requested that the design was amended to move the overbridge further away from Axeford Lodge. However, in August 2021 the plans were changed again for the overbridge to be directly opposite Axeford Lodge.	The revised overbridge location would cross the A358 at a location where the mainline visibility requirements are less onerous and the mainline is on a lower embankment, thus reducing the span and height of the overbridge above surrounding ground level. With the bridge moved further to the west, Capland Link would tie into a section of the existing Village Road in front of the properties minimising direct impact on these. The tie-in between the new and existing Village Road would be at grade, rather than on embankment.	Yes
841	899	Do you have any other comments you would like to make about our proposals?	The proposed dualling of the A358 will also be a faster road, which will be higher and closer to Axeford Lodge. As such, the road itself, in addition to the overbridge, will have a significant detrimental impact on Axeford Lodge, and therefore its value.	<p>National Highways have met with the impacted landowner to discuss the proposals.</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields Roundabout on the A303 and the M5 Junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</p> <p>Taking into account consultation feedback, the scheme boundary has been revised in this area to remove the encroachment onto the land parcel of Axeford Lodge.</p>	Yes

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842	902	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I disagree with your proposal as junction 25 is already heavily congested at peak times and on occasion this leads to stationary traffic on the M5 as traffic seeking to leave the M5 at the junction cannot due to the congestion. This is extremely dangerous. Somerset County Council have recently made so called improvements to the roundabout and created the Nexus 25 roundabout. There are ongoing changes being made on the road into Taunton. While it is still early days I do not believe these changes will solve the issue of traffic backing onto the M5 at peak times. I believe one of the major reasons for the congestion is the volume of traffic going around the junction to get from Taunton into the Blackbrook business park. I do not believe any of the improvements will stop this issue and hence junction 25 will remain dangerously congested ay peak times. The upgrade of the A358 will only increase the traffic seeking to enter junction 25. The solution is either to create a new motorway junction, as you originally proposed or to create another way of entering the Blackbrook Business Park from Taunton. there is already a road that only buses are allowed to use..	National Highways acknowledges the comments made in regards to junction 25 of the M5 and can confirm that Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
843	902	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Local connectivity Maintaining local access to the Western side of Taunton	National Highways welcomes support for the scheme	Yes
844	902	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Local connectivity Maintaining local access between Ashill and Hatch Beauchamp is important	National Highways welcomes support for the scheme	Yes
845	902	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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846	902	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	It seems odd to place one of the two joining points proposed onto the A358 only 1.5 miles from Southfields roundabout. It would better serve local traffic if it were on the Taunton side of Ashill.	<p>The proposed Ashill Junction is located in the optimum position to enable maximum connectivity for communities either side of the A358 between the M5 and Southfields. These junctions provide direct routes for adjoining communities to access the A358.</p> <p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes
847	902	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Local connectivity It is important to maintain local connectivity.	National Highways welcomes support for the scheme	Yes
848	902	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Farm access It is important to maintain local connectivity. Also, as mentioned below, the A358 divides our farm with 35% of droppable land on the West side and 65% on the East side. Currently we can cross the A358 by only travelling on it with agricultural machinery for a few hundred meters. Your proposals will not make this possible. Hence it is very important to the commercial viability of our farm that the current underpass is maintained and modified to take most of our agricultural traffic. However the underpass will not fit a combine harvester and hence this link is the only way we can get our combine harvester to our Western land without taking it down the A358 and around Southfields roundabout. Having such a large and slow moving vehicle on a dual carriageway and going around a very busy roundabout is a very dangerous arrangement, but we would be forced to make without this link as all other local roads to get to the land are too narrow to accommodate a combine harvester.	National Highways have continued to meet with this landowner and discuss the proposals. As part of the supplementary consultation design, we have provided a new overbridge crossing, which will allow walking, cycling and horse-riding and local farm use.	Yes

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849	902	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	<b>Farm access</b> It is important to maintain local connectivity. Also, as mentioned below, the A358 divides our farm with 35% of droppable land on the West side and 65% on the East side. Currently we can cross the A358 by only travelling on it with agricultural machinery for a few hundred meters. Your proposals will not make this possible. Hence it is very important to the commercial viability of our farm that the current underpass is maintained and modified to take most of our agricultural traffic. However the underpass will not fit a combine harvester and hence this link is the only way we can get our combine harvester to our Western land without taking it down the A358 and around Southfields roundabout. Having such a large and slow moving vehicle on a dual carriageway and going around a very busy roundabout is a very dangerous arrangement, but we would be forced to make without this link as all other local roads to get to the land are too narrow to accommodate a combine harvester.	National Highways have continued to meet with this landowner and discuss the proposals. As part of the supplementary consultation design, we have provided a new overbridge crossing, which will allow walking, cycling and horse-riding and local farm use.	Yes
850	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<b>Attenuation ponds and track design</b> 8. Ponds and tracks We note the amount and arrangements for attenuation ponds are different to those used when the current A358 was built. We have already written to National Highways with 32 suggested changes to the proposed scheme. These are mainly to seek to minimise the loss of agricultural land and to maintain access. We have yet to hear back from National Highways on these proposals. Hence, we continue to object to the proposals.	National Highways have continued to meet with this landowner and discuss the proposals. Suggestions from the landowner on relocation of ponds and tracks have been considered and implemented where possible.	Yes
851	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<b>Consultation/lands</b> 15. Process As noted above the process of seeking to work with us has been poor today. We note that a number of individuals on the National Highways team have changed and we hope this will lead to a better process, but to date information has been provided late and piecemeal and we are still awaiting responses to a number of points we have made.	National Highways have met this landowner on a regular basis. At these meetings National Highways have endeavoured to keep the core attendees the same and bring in specialists as and when required. National Highways issued meeting minutes within 10 days of the meeting. The last meeting between the landowner and National Highways was held on 14 June 2023 with a site walkover held on 26 July 2023. The meeting reviewed all the outstanding points and agreed National Highways and landowner's position on them. The site walkover gave opportunity to the landowner and National Highways team to see the PILs land to understand the issues in more detail.	Yes

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852	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<p>Design - laybys</p> <p>12. No lay byes While there are not lay byes shown on the plans being consulted on, the visual fly through does indicate the presence of lay byes, including one where our land abuts the A358. It does not make sense to have a lay bye with in 1.5 miles of a roundabout where road users can access services. Hence, we object. The reason for our objection is that lay byes become used as public toilets and this is not hygienic next to farm land. We have experienced this since the existing A358 was built with members of the public using our fields with gates close to the A358 as toilets.</p>	<p>National Highways have met with this landowner on a number of occasion and have discussed this issue. It has been explained that we are proposing two lay-bys adjacent to Jordans Park – one on the westbound carriageway adjacent to field I and one on the eastbound carriageway adjacent to field 38.</p> <p>Lay-bys are required on all-purpose trunk roads to provide stopping provision for vehicles and the positioning of these on the A358 scheme has taken into account requirements in design standards and site-specific constraints. The proposed two lay-bys are Type A parking lay-bys in accordance with design standards and include a kerbed physical separation island between the A358 mainline carriageway and the lay-by. As part of the DCO application we will be proposing a restriction on waiting to 2 hours at all of the lay-by locations.</p> <p>It is important to note, that although there are several service areas at the A303 Southfields roundabout, none of them currently accommodate HGVs being able to stop, hence why, to comply with safety standards, we must include them in the design, at specified intervals, on the A358.</p>	Yes
853	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<p>Design and alignment of carriageway</p> <p>3. Impact of which side of existing road new carriageway is built During all our discussions with National Highways (formerly Highways England) we have voiced a fundamental disapproval of the location of the new carriageway being to the east of the existing A358. If positioned to the west significant area of woodland pasture and parkland priority habitat as well as priority habitat inventory deciduous woodland would not require to be disturbed neither would the various nature and wildlife corridors which run through the existing extended hedgerows and watercourses. The west side of the existing A358 is currently arable land and therefore environmentally less important. In addition, we own all the properties close the A358 along our section and we have 12 properties that are far more impacted by the new carriageway being on the Eastern side and this will impact on our income from renting these properties to tenants. The Technical Assessment Report issued with the first consultation clearly stated that the new carriageway would be built to the west of the existing road from Southfields Roundabout to the Ashill junction to avoid the Local Wildlife Site at Jordans. This position has been dropped by National Highways, presumably on the grounds of cost, and the current proposal involved the new carriageway being on the eastern side of the existing road, leading to far greater environmental damage. As noted below, this additional environmental damage is leading to more Nature Mitigation which in term could greater impact our economic viability. It seems grossly unfair that we are being heavily penalised for managing land in an environmentally friendly manner that, on the grounds of cost, National Highways are choosing to build on.</p>	<p>The Scheme Assessment Report (Document Reference 7.6) accompanying the Preferred Route Announcement made in June 2019 confirmed that widening of the A358 would be undertaken to the east due to residential areas in Ashill and Ancient Woodland near Hatch Beauchamp.</p> <p>National Highways have continued to meet with this landowner and discuss the proposals and ways to reduce the impact on their landownership. Suggestion from the landowner on relocation of essential environmental mitigation have been considered and implemented where possible.</p>	Yes

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854	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Design details 13. Road features There are a number of factors that will greatly affect the impact the new road has. These include the road surface and presence of lighting. No details have been given on these issues and hence we reserve our position. We would like the road to be as quiet as possible with as little lighting as is safe.	The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).  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, 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.	Yes
855	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Farm access 10. New road access for fields to South West of Southfields roundabout. With the severing of accesses off the existing A358 we lose road access to our fields immediately South West of Southfields roundabout. These access is currently used regularly to move livestock in and out of these fields. Road access to these fields must be maintained and a new access can be built where these fields abutt the A358 towards Chard in Horton Cross.	National Highways have continued to meet with this landowner and discuss the proposals. As per the landowner's request provision for a new field access at this location has been provided as part of the supplementary consultation design.	Yes
856	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Information availability 14. Other uses of land within the red line There are still large amounts of our land included within the red line which we do not know why they are included. We request full information as soon as possible to allow us time to consider the situation. The contractor was appointed to ensure a plan to build the road was factored in from an early stage. Given that they have now been working for over six months plans must exist and should be shared with us as soon as possible.	Further meetings have been held with the landowner to explain the scheme boundary. These have included representatives from the contractor to explain where and why land is required temporarily. Additional drawings have been provided to the landowner to further explain the scheme boundary impact on their farm.	Yes

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857	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Loss of agricultural land 4. Loss of agricultural land. One key requirement to remain economic is lots of businesses, and particularly with farming is to have economies of scale. The current proposals will result in us losing a significant amount of farmland. Despite repeated requests, National Highways have not told us the amount of land we will lose. This is highly concerning as the amount of our land within the red line is over 25% of our land. Adjoining land, which is required to minimise operating costs, rarely comes to market and when it does it usually attracts a premium price. Hence replacing land lost is extremely difficult. The loss of all the land in within the red line would have a huge impact on the viability of our farm.	National Highways have continued to meet with this landowner and discuss the proposals. The information requested has been provided to the landowner following statutory consultation.	Yes
858	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Nature mitigation 5. Amount, location and terms of Nature Mitigation. The red line surrounding the proposed development on our land has moved a number of times, but has always been greatly in excess of the land required to build the roads verges. We have asked for details of the reasons of this large area every time we have met National Highways and nothing was forthcoming until 29 September 2021. On this date, we were sent a first draft of National Highways proposed scheme for nature mitigation. The land required for this takes up much, but not all, the land that is not being used for roads within the red line. At the current time farmers are being encouraged to move to more environmentally friendly land uses than intensive agriculture on much of the farmland in the UK. We have long sought to farm in harmony with nature by actions such as not removing huge lengths of hedgerows and being part of agri-environmental schemes. Hence it is pleasing that the environmental surveys conducted by National Highways on our land have found significant biodiversity, including in the Jordans Local Wildlife Site that National Highways are proposing to build on to save money. However, it now appears we will be penalised for being good custodians of the environment as the amount of nature mitigation proposed is very significant and if not done on a suitable basis this could hugely impact the financial viability of our farm. We meet with National Highways on 30 September 2021 to discuss Nature mitigation and subsequently sent them some of our suggestions for changing the proposals to better fit with the economic viability of our farm. We agreed to have a follow up meeting but this has yet to happen. Hence at the current time we have to object to the current proposals as we have not received: a. any justification for the amount of nature mitigation proposed; b. any details for the ownership and contractual options for our continued	National Highways have continued to meet with this landowner and discuss the proposals. Suggestion from the landowner on relocation of mitigation have been considered and implemented where possible. National Highways have continued to update this landowner as and when new information became available.	Yes

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			management of this land; or c. any response to our proposal to move the position this nature mitigation to areas of our farm we believe are better suited for this purpose.		
859	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	New bridges - design 9. New bridges for Agricultural traffic on Whitehouse & Collins Farms With the severing of accesses off the existing A358 and the building of the link from Broadway Street to Thickthorn we require two new bridges across watercourses capability of carrying a combine harvester. We have already written to National Highways on these points and as we have not received a reply we objective to the current design.	National Highways have continued to meet with this landowner and discuss the proposals. Following statutory consultation, where possible these requests have been incorporated into the design. Discussion with the landowner on accommodation works continues at regular meetings.	Yes
860	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Noise/visual mitigation 11. Bank by Whitehouse Farmhouse. When the existing A358 was built an earth bank was built to partly shelter Whitehouse Farmhouse from the disturbance of the road. The current design does not incorporate the reinstatement of this bank which becomes even more important as the A358 will be closer to the house. We object to this omission.	National Highways have continued to meet with this landowner and discuss the proposals. Following feedback from the landowner the existing bund at Whitehouse Farmhouse is proposed to be reinstated as part of the works.  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).	Yes



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861	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<p>Rapps Road - design</p> <p>6. Upgrade of Rapps Road. We happened when the existing A358 was built, very little thought is given to improvements required to local roads due to the impact of the development. I understand this is because there are different bodies responsible for the A358 and the local roads. As road users, we do not care whose responsibility it is, we just want to ensure that the resulting road network is fit for purpose. One of the roads in need of upgrade is the Rapps Road as the amount of traffic will increase significantly and it will become the main route for lorries and agricultural machinery accessing our farm, the commercial units we rent at Shrubbery Farm to Blackdown Shepherd Huts Limited, and 14 residential properties. There are at least four areas in need of improvement: a. The part from the existing A358 to Rapps Farm is narrow and bordered on both sides by deep ditches. This leads issues with vehicles passing lorries and agricultural machinery. This is proved by two telegraph poles adjacent to this piece of road having to be replaced in the last two years due to vehicle damage. This road needs to be widened. b. The part just as you leave Rapps going towards Ilton has an adverse camber for traffic heading towards Ilton as the road is Collapsing into the ditch on the left-hand side. This situation needs to be remedied or the road will collapse completely blocking access to our farm and to Blackdown Shepherd Huts. c. All traffic from the A358 going to and from our farm and Blackdown Shepherd Huts, which includes agricultural machine including combine harvest and stretched low loader lorries (these are up to 60ft long) will have to turn right into Cad Road at the junction just before the old Ilton Halt. This is a very significant hairpin bend and such a manoeuvre, if possible, will be very dangerous due to the bend limiting the view of oncoming traffic. Accordingly, this junction needs to be amended to make this a safe and relatively ease turning for lorries to make in both directions d. A 40 mph speed limit was recently introduced in Rapps for safety reasons. With the increase in traffic and more vehicles looking to turn into Cad Road by the Ilton Halt the 40mph area needs to be extended to join up with the 40mph area at Ilton. 7. Changes to roads no longer carrying any, or greatly reduced, through traffic When the existing A358 was built a number of parts of the former A358 were incorporated into the local road network. A number of these became dead end roads. Three parts of the old A358 have been subject to illegal camping since the current A358 was built. The police were involved in the removal of the illegal campers on each occasion and they only moved after considerable lengths of time. There are parts of the existing local road</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>One of the roads reviewed in this assessment was Rapps Road. National Highways acknowledges that an increase in traffic is forecast down Rapps Road with the scheme in place, however notes that the amount of traffic forecast to use Rapps Road with the scheme in place is lower than the current capacity of the road. One of the design features added as a result of the local roads assessment was a widening of the turning radius of the Rapps Road/Cad Road junction to accommodate the turning of large 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>	Yes

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			<p>network that will become dead ends as part of this scheme, in particular the last part of Cad Road that currently links across to Broadway Street. This part of Cad Road should be reverted to soft landscaping and measures taken to limit illegal camping on Cad road from Ilton Halt to the A358.</p>		

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862	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Underpass improvements and agricultural traffic 1. Improvements to existing underpass near Southfields roundabout and replicating it under the new carriageway. When the existing A358 was built 25 years ago we were granted an underpass near Horton Cross adjacent to a water course that has to cross under the road. In the 25 years since this was built farming operations have changed significantly in the force of market changes. We now farm our whole 750 acres of arable land with 1 full time person and 1 part time person who helps at times of peak activity. Even with this modest level of staffing it is a challenge to remain profitable. 35% of our arable land is on the Western side of the A358. As a result of this we estimate that we make approx. 650 crossing of the A358 with agricultural machinery each year. We can currently make these journeys by only travelling a few hundred meters along the A358. With the provision of a suitable underpass most of these trips will only be a few hundred meters longer than they currently are and will not involve travelling on the same roads as non-agricultural vehicles. However, we would still need to take our combine harvester but an alternative. In the event that the necessary underpass is not provided all agricultural operations undertaken to the west of the A358 will result in approx. 650 agricultural vehicle movements through the Ashill junction each year. This long route round will also result in a further 4.3km travelled by agricultural traffic on each journey (an annual total of over 2,800km), greatly increasing the time and cost involved. This would have an even more severe impact at peak times when weather windows for the farming activities required can be very short. To date ongoing discussions have been had with National Highways with regards to the adjustment of the existing A358 underpass and provision of adjoining underpass under the new carriageway to a height and width of at least 4 m. This would provide continued agricultural access and negate the requirement for agricultural vehicles to run on the public highway with resultant safety implications. This proposal makes provision within what is already a required structure to allow the free flow of the watercourse. The provision of sufficient headroom along with the segregation of the stream from an access track would provide continued agricultural access and lessen the severance aspect of the scheme.	National Highways have continued to meet with this landowner and discuss the proposals. As part of the supplementary consultation design, we have provided a new overbridge crossing, which will allow walkers, cyclists and horse-riders (WCH) and local farm use.	Yes

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863	902	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<p>Underpass safety</p> <p>2. No public access to underpass It is noted from the consultation document that it is proposed that this underpass is also used as a bridleway. We have already commented that consolidation of multiple uses in this confined environment is not safe. There will at least two bends in the access to and from the underpass that will have limited visibility and this leads to an increased risk of accidents below users, particularly between horses and agricultural machinery. We are also informed that there is risk that the vehicle track will flood in periods of heavy rainfall. This is not an issue for the farm as during these periods it is not possible to undertake farming activities and hence we will not be making journeys through the underpass. However, public users may still make journeys leading to an increased risk of accidents. Hence the underpass should be for private access only in connection with our farm. Suitable crossing opportunities for other road users are provided at the Ashill junction.</p>	<p>Section 4 Ashill to Southfields includes an overbridge midway between the two junctions where walkers, cyclists and horse-riders could cross the scheme. As an outcome of consultation, the previous proposal for Ding underbridge has been replaced with a new overbridge at Jordans, which overcomes the risk of the public right of way being flooded. It would connect the Broadway Street link, Old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner, very lightly trafficked and a more convenient crossing location than the previous Ding underbridge. It is noted the Ding underbridge is still required to convey a watercourse under the widened A358 but this is no longer proposed as a public right of way.</p>	Yes

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864	902	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	<p>WCH routes and conflicts with agricultural machinery</p> <p>Whilst I generally agree that connectivity for walkers, cyclists, horse riders and disabled users needs to be maintained, this needs to be done in a safe manner. Your proposal to create a link between Broadway Road and the former A358 near Horton Cross involves the creation of a new single track road across part of our farm. This would have to be shared by our agricultural machinery as well as other users under your proposals. This is dangerous, particularly retaining to horse riders, as there are no passing points. If this single track road is built the method of allowing permitted users and agricultural vehicles and NOT permitting public vehicle would have to extremely robust. Since the existing A358 was built we have experienced unauthorised camping on lightly used roads on at least 4 occasions. An alternative route exists by going into Broadway and along Suggs Lane. Your proposal that walkers, cyclists, horse riders and disabled users would be allowed to access the underpass we are discussing with you is also unacceptable on the grounds of safety. Again forcing these users to share a single track road, with blind bends, with agricultural vehicles is very dangerous. These users will have an alternative means of crossing the A358 via the Ashill junction. There are a number of footpaths that currently cross our fields and then cross the A358. These were maintained when the existing A358 was built. I assume you will be formally extinguishing these as part of your current project and this extinguishment needs to also cover parts where these rights of way cross our fields and go nowhere else.</p>	<p>National Highways has continued to meet with this landowner and discuss the proposals. As part of the supplementary consultation design, we have provided a new overbridge crossing that would allow walking, cycling, horse-riding and local farm use. Modifications to existing public rights of way routes are also proposed.</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).</p>	Yes
865	902	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	<p>Construction information</p> <p>Given that, despite requests, you have not provided us with any detailed information on the construction phase it is not currently possible for us to comment in detail. This is very annoying as the plans must exist in some form as that is the reason you have let a contract to build the road. This lack of provision of information in a timely manner fits with your conduct to date and means that due process is not being followed. However, I can say that this phase will be highly disruptive on our farming operation, our holiday cottage business and on the properties we rent out near the A358. We expect full consideration of the issues we will raise, once we have the detail, to minimise the impact on our businesses and homes.</p>	<p>National Highways have met with this landowner on a number of occasions to discuss the proposals and the impact it will have on them. At these meetings construction information has been provided to the landowner when available.</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highways authority, Somerset Council, to identify and manage any potential mitigation measures required.</p>	Yes

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866	902	Do you have any other comments you would like to make about our proposals?	Commitment to farm access We sell a number of agricultural products such as grain, whole crop, cut grass for silage, straw to local farmers. Their ability to easily access our land is key to the price there are prepared to pay. We also need to use agricultural contractors for some operations where this is much economic such as direct drilling and tractor operations. All of these activities require agricultural machinery to be able to move freely along the A358. Any move by National Highways to limit this ability in the future (as has happened on parts of the A14), such as by deeming the A358 an expressway, would be highly detrimental to our farming business. Hence we require a written undertaking from National Highways that such a move will not occur.	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.	Yes
867	903	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Your proposals will lead to more traffic at Junction 25 and will not solve the issue of congestion on the roundabout leading to cars backing up onto the M5 at peak times. This is highly dangerous and the design needs to change to ensure this does not happen.	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
868	903	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Maintaining local connectivity is important.	National Highways acknowledges this comment and welcomes support for the scheme in relation to connections across the scheme.	Yes
869	903	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Maintaining local connectivity is important	National Highways acknowledges this comment and welcomes support for the scheme in relation to connections across the scheme.	Yes

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870	903	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Having one of the two junctions on the new road only 1.5 miles from Southfields roundabout is far from ideal. Road users would be better served by the junction being on the Taunton side of Ashill.	<p>The proposed Ashill Junction is located in the optimum position to enable maximum connectivity for communities either side of the A358 between the M5 and Southfields. These junctions provide direct routes for adjoining communities to access the A358.</p> <p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes
871	903	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Rapps Road will require upgrading right to the Ilton Halt to be able to safely deal with the increase in traffic.	Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
872	903	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	There is too little information to be able to comment	Consultation Report Chapters 4 and 7 sets out the documents that were made available and where during the consultation. 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. 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.	Yes
873	905	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	This is a much-used junction and needs to be updated for the safety of the increased volume of traffic.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
874	905	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Bridge is essential for local traffic, to provide a safe route for local traffic to cross the busy A358.	National Highways welcomes support for the scheme	Yes

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875	905	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	(I agree with the plans to the best of my knowledge of the area.)	National Highways welcomes support for the scheme	Yes
876	905	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Safe access to the A358 important for residence of Hatch Beauchamp and surrounding area.	National Highways welcomes support for the scheme	Yes
877	905	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I think a separate, safe way of crossing the fast-moving traffic on A358 is essential at that point to connect villages on either side of the main road.	National Highways welcomes support for the scheme	Yes



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878	905	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: I think that the Option 1 route would provide the best alternative. It would connect the ten dwellings in Capland Lane with the rest of the parish of Hatch Beauchamp of which they are a part, enabling easier access to the village school and local facilities. It would provide a shorter and easier road link for all local traffic between Stewley and Hatch Beauchamp. The alternative route via Stock's Lane is very narrow and passing points are quite far apart. I do not feel that Options 2 or 3 proposals are suited to coping with an increase in farm and domestic traffic even if the flooding issues were sorted out.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
879	905	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	As in other parts of the route, I think it is very important to maintain safe road connections between local villages.	National Highways welcomes support for the scheme	Yes
880	905	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I think this is necessary for local traffic to have safe access to the A358 separate from the busy Southfields roundabout.	National Highways welcomes support for the scheme	Yes
881	905	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	In general, I agree that the A358 definitely needs updating due to the increased volume of traffic that now uses this route. There are definitely safety issues at the road junctions along the route at present where local traffic encounters the busy, fast-moving traffic on the A358. The proposals appear to provide a much more straight-forward route for long distance travellers with dual carriageways and less road junctions while local traffic is catered for with parallel roads and bridges and two safer access points filtering in to the A358.	National Highways welcomes support for the scheme	Yes
882	905	Do you have any other comments you would like to make about our proposals?	I think the plans have been presented very thoroughly and I am in favour of the proposals for the road improvements.	National Highways welcomes support for the scheme	Yes

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883	908	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>Design and issue solutions</p> <p>NOTE: I have been involved with the process for several years even before the 4 options were discussed and have had my ideas listened to and respected by HE personnel at various fora. I have been actively involved and contributed to both the Community of Parishes and the West Hatch Parish Council Responses. So most of my answers will be identical to these documents which I fully support.</p> <p>The whole scheme reminds me of my grandfather's criticism of something I'd done in the wrong order as a boy "hey, lad, tha's got it arse-abaaat-face, sithhee". In other words, deal with the problem don't tinker with something else, i.e. the problem is the Southfields roundabout, DEAL WITH THAT FIRST !!!!@ I. The 1a) proposal contradicts The Preliminary Environmental Information Report (PEIR) which states: 1.2.2. The programme of improvements, as set out in the UK government's Road Investment Strategy (RIS) made a commitment to "...upgrade all remaining sections of the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from M5 at Taunton to the A303...". c1.2.6. This proposed scheme proposes to upgrade the A358 to high-quality dual carriageway between Southfields roundabout on the A303 and the M5 junction 25 at Taunton to address the traffic issues and long delays currently experienced along the route. The proposed scheme terminates at both ends of the link at roundabouts, which are the sources of congestion. Consequently, the scheme fails the RIS 1 objective of building an 'Expressway Corridor' from the M3 to Exeter and beyond. These roundabout junctions onto the M5 and A303 should be re-evaluated and upgraded.</p>	<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) exit, 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>	Yes
884	908	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	It is essential, as it will provide access from South of the A358 (West Hatch/Stoke St Mary/Thurlbear etc) to Creech St Michael, the A38 and Wellington. It will help reduce emissions in Henlade.	National Highways welcomes support for the scheme.	Yes

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885	908	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This is massive overkill and overspend and overdesigned, as detailed in the Community of Parishes and the West Hatch Parish Councils responses. The sort of geometric balance that a schoolboy would design without knowledge of the likely useage of the various roads. Basically there are 2 roads the A358 and the A378 that carry any significant level of traffic,. Surely a much simpler scheme can be developed to accommodate the traffic on these two roads with minor connections to the Progressive school complex/Ash Lane, to Henlade and Village Road (2c below) to and from Hatch Beauchamp. The above mentioned responses deal with this issue in more detail, please refer to them.	The proposed junction at Mattock's Tree Green comprises of a 'dumbbell' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.	Yes
886	908	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Supports design proposals NOTE: My agreement is only meaningful if this section if the A358 were to be dualled which I oppose. After speaking with the above occupiers of this section (not done by HE !!), I suggested this now proposed route to counteract the crazy circuitous scheme originally proposed by HE which included artics and other vehicles driving down miles of narrow rural lanes with no passing places. If the dual carriageway ever gets built we need this connection for these businesses.	National Highways welcomes support for this aspect of the scheme and acknowledges concern over the dualling of the road.	Yes
887	909	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I can't see a need for a new commercial business park. Taunton is littered with vacant commercial facilities, even pre pandemic. More and more people are choosing to work from home and have been for a number of years. The congestion on the area is due to local roads feeding into the junction not the layout of the junction itself. The A358 from the M5 into Taunton (the Toneway) does need improvement, particularly the roundabout at Priorswood.	Decisions around the planning and building of the Nexus 25 development are not within the scope of this project, however they are an important consideration when designing the proposed A358. It is important that, when designing major highways schemes, the forecast traffic is not underestimated and that the design is sufficient to accommodate traffic generated by any likely future developments. The traffic modelling assumes that the Nexus Development will have a 75% buildout in 2031 and 100% buildout in 2046.  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 details of all developments and development assumptions, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
888	909	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road?	I agree that Henlade needs to be bypassed with a new route. As soon as you pass Henlade the route flows all the way to Southfields roundabout without any problem. Connection to local roads is good and congestion is minimal or non existent.	National Highways agrees that the issues highlighted in Henlade and at Southfields roundabout are two key issues that the scheme aims to address.  The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes

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		Please let us know the reasons for your response			
889	909	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	You wouldn't need a new connection if the proposed route was scrapped and we carried on using the perfectly good existing road.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes
890	909	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	A small bridge at this location could be useful. As there are no houses in immediate proximity to the road disruption would be limited.	National Highways welcome support for the scheme	Yes
891	909	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The construction of a bridge is going to be hugely disruptive to the local community. The construction costing A358 is significantly higher than village road at this point, it is completely unsuitable to bridge over at this location. The bridge is going to ruin the views for the houses in the area and anyone using the local road network. There is a row of 6 dwellings at this stretch of village road (ours being one of them) that are going to be majorly effected by the position of the bridge. There is not adequate provision for the increased noise and light pollution that our properties will endure.	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.  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).	Yes

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892	909	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements</p> <p>Reason: The position of the proposed link road is ridiculous. It goes through numerous residents properties (including ours) and would have huge detrimental effects to the local environment, landscape and watercourses. Existing water course on our boundary that travels under Village Rd, the ground level is very low at this point. Construction of a new link road would be disastrous. There are a series of very old oak trees that would be at risk under the current proposed route. The existing road from Capland to Stewley very very rarely floods, improvements could be made and widening of the road in places to accommodate larger farm vehicles. This would mean significantly less land grab and disruption.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>The alignment of this link has been revised following feedback. It now runs as close to the existing A358 carriageway as possible to reduce the impact. The scheme boundary now avoids this landowners property completely.</p> <p>Assessment and detailed assessment of the existing hydrological regime has determined that the proposed option does not affect the regime in any way.</p>	Yes
893	909	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	I don't agree that we need the road at all, let alone an additional 4 lanes to the east of existing at this location. There are a number of properties on the east of the road that are going to suffer hugely with the increased proximity of the road and have land taken from them.	<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 scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p>	Yes

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894	909	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The introduction of embankments is going to put additional stress on the existing watercourses. Local connection time will be significantly increase under the new road proposal with junctions being closed. Traffic would be significantly increased through Hatch Beauchamp with large farm machinery forced to use unsuitable existing lanes. The additional projected traffic and increased speeds along the road will cause significantly higher levels of emissions effecting the air quality for the local communities. Increase in noise pollution. With additional lanes coming closer to our properties and the height of the existing and proposed road opposite making sound barriers and embankments very difficult. Disruption of wildlife and environmental impact. The construction and land grab is going to have huge negative impact on local wildlife species. The proposed route would mean the removal of hundreds, if not thousands of established 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>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 have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>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 the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
895	909	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This is a rural local community that we live in. We don't have a need for a complicated series of junctions along the road. Make it no right turn onto the road at all the junctions and it would be completely safe. The proposed junction is unsightly, over complicated and unnecessary.	National Highways acknowledges concern over the proposals but 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.	Yes
896	909	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us	The road expansion is not necessary, therefore link roads would not be needed.	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.	Yes

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		know the reasons for your response			
897	909	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The road expansion is not necessary, therefore link roads would not be needed.	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.	Yes
898	909	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	The road expansion is not necessary, therefore link roads would not be needed.	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.	Yes
899	909	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Happy to see facilities for Walker, cyclist, horse riders etc.	National Highways acknowledges this comment and welcomes support for this aspect of the scheme.	Yes

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900	909	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I have huge concerns regarding the construction of this proposed road. The Capland link road proposal is through our front garden, side garden and paddock, we do not want our land taken for the project! The disruption for the local community is going to be significant. There is a number of bridges proposed in the scheme surely meaning the closing of the existing road for extended periods. The environmental impact of construction. The emissions produced in constructing such a project will be immense. Local residents are going to suffer huge levels of noise pollution and deterioration in air quality. The cost of construction is staggering, particularly in the current climate. There should be a nationwide halt on infrastructure projects. The money would be much better off being used for social care.	National Highways have continued to meet with this landowner and discuss the proposals. Following Statutory Consultation and further work the scheme boundary has been removed from this landowners land title.	Yes
901	909	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The environmental impact of this scheme is going to be immense. We live in a world where we should be looking to minimise our carbon footprint and preserve wildlife and landscapes wherever possible. The construction of this road is going to endanger numerous wildlife species and devastate established trees and hedgerows. We live in the country because we enjoy a rural landscape and being amongst nature, this road project will destroy it.	We note your concern over the level of environmental impact potentially arising from the scheme. 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) submitted within the DCO application.	Yes



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902	909	Do you have any other comments you would like to make about our proposals?	All the local residents and people that use the road regularly know that there is no need the dual the road. There are issues with congestion yes, but these are easily solved with constructing an unnecessary dual carriageway along the entire A358. There is a need to bypass Henlade and improve Southfields roundabout. If this was done the rest of the route could be left as is and journey times would be the same as if there was a dual carriageway, saving hundreds of millions and reducing disruption for the local communities. I use the road every day for work, the problems are at either end 80% of the road flows perfectly as it is. The impact on the local community and wildlife is going to be immense and irreversible. The proposed route makes journeying to other villages and further afield convoluted and complicated for the residents in a close vicinity of the road. There are not enough provisions made for the increased noise and light pollution for the residents. If the scheme goes ahead we would expect more effective solutions. The cost implications of this road construction is overwhelming. Other British countries have put such infrastructure projects on hold for a reason. Tax payers money would be much better used providing housing and social care for those in greatest need not looking at saving a few minutes on journey times along a 10 mile 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 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 scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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>	Yes
903	911	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Ruining land	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.	Yes
904	911	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Again destroying our green land	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
905	911	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We don't have The infrastructure	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.	Yes

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906	911	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
907	914	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Motorway traffic and local traffic needs greater separation. The proposed arrangement of the two roundabouts giving access to the M5 will we believe generate congestion leading drivers to look for alternative (rat runs) through the local villages eg Stoke st Mary. The closure of Greenways Lane and the re-routing of Stoke Road will cause traffic to look for other routes. The cluster of private schools, colleges and businesses in South Taunton which generate much of this traffic is not easily accessed from Toneway to the north of Taunton. Access through to south Taunton should be made simpler by and we support the reopening the old Ilminster Road through to the Blackbrook roundabout. Otherwise, the traffic currently using Greenways and Haydon will simply find another way through. Blackbrook is an industrial area. No residents in and around Blackbrook will be affected by this change.	<p>The latest proposed A358 scheme design includes upgrades to the M5 junction 25 and Nexus 25 junction.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25 and Nexus 25 junction. 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.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 Statutory Consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>As a result of the realignment of Ash Road, there is an increase in traffic forecast to use Haydon Lane and Stoke Road as a result of the scheme. To mitigate the effect of this increase, the design now includes the localised widening of Stoke Road and additional passing bays along the length of Haydon Lane.</p> <p>The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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908	914	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Visual impact and mitigation The visual impact of the proposed road will have a significant adverse effect on all the dwellings and footpaths in the hamlet of Haydon, Arundells Farm and the dwellings and footpaths on the road between Henlade and Stoke St. Mary. Bunding, planting, and acoustic fencing will be essential on the south side of the proposed A358, all the way from Nexus to Lower Henlade where the road is on an embankment, to screen the road (head and tail lights and noise pollution) from these dwellings. If street lighting is to be provided on the Nexus roundabout, it should be directed onto the carriageway surface with minimal light spillage/pollution and not extend along the new road.	The landscape and visual impacts of the scheme is assessed and reported in Chapter 7 of the Environmental Statement (Document Reference 6.2). Environmental mitigation measures have been proposed to reduce potential impacts. At this location it includes a combination of bunding, acoustic barriers, hedgerow planting, woodland planting, and improvements to existing hedgerows.  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, 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.	Yes
909	914	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	General: There is an imperative need for laybys along the whole length of the proposed road at suitable locations. However, grass margins at carriageway level should be provided along the whole length of the road to allow broken down vehicles to pull off the running surface.	Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.	Yes

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910	914	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We are very concerned that the design of the roundabout at the junction of the Langport road (Mattocks Tree Green) will result in traffic seeking to use Ash Road through Stoke St Mary to south Taunton. We are led to believe that National Highways' own modelling suggests that up to double the current traffic would pass through the village. In our view, this junction to the roundabout is unnecessary (there will be several ways the new road can be accessed from the village and West Hatch can access it from the new Scout Camp road). This link must not be built. The old A358 dual carriageway from Mattocks Tree Green to Henlade would seem to be a far higher standard of road than will be required to carry the greatly reduced volume of traffic using this connection once the new road is open. There is an opportunity to close one carriageway to vehicular traffic and use it as an environmentally friendly cycle/footway/bridleway? Greenway Lane will have no connection with the proposed A358. It is currently used as a rat run by high volumes of traffic approaching and leaving Taunton. However, its closure will result in the rerouting of this traffic to other even more unsuitable roads. Ash Road continuing through Stoke St. Mary is the obvious alternative. This road in many places is a single-track road with limited visibility and very few sub-standard passing places. Already at certain times of day with Thurlbear school traffic there is difficulty in travelling along and accessing this road by residents and other local traffic including very large farm vehicles. Adding more vehicles is going to make this a continuous problem and is unacceptable. Traffic management measures must be agreed and ready to be implemented on the day the proposed A358 opens. It is unacceptable for Highways England to create a significant problem off the line of their scheme and leave it to Somerset County Council to find a solution.	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.  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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
911	914	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the	There are over forty horses in seven establishments within the village of Stoke St Mary and more in the rest of the parish. Many people including us cycle, particularly down Ash Road, others walk and ride. Further traffic through Stoke St Mary as a consequence of these proposals will make these pursuits more dangerous and is unacceptable. During 'lockdown' we saw what was possible when traffic was reduced and only generated locally. The community is preparing a traffic strategy for the village which will also be improved by the closure of Greenway Lane and the reduction of traffic through Lower Henlade. All this is dependent on reducing traffic down the Ash Road rat run.	National Highways acknowledges this comment and notes that, 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.  Revisions to the traffic modelling, to reflect the scheme changes as an outcome of consultation, show less traffic on Stoke Road and Ash Road through Stoke St Mary. The flows would be lower compared to the situation if the scheme does not go ahead. National Highways anticipates that the road environment through and around Stoke St Mary would be safer and more amenable for walkers, cyclists and horse-riders (WCH).  The impact on local roads, including WCH, has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where beneficial to overcome road safety concerns. Ash Road was discounted from the assessment because it shows a decrease in traffic flows as a consequence of the scheme.	Yes

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		reasons for your response			
912	914	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Already various works taking place in Taunton are causing very interrupted traffic flows and congestion. What ever work eventually may take place it must make sure that lessons from current activity are learnt and not repeated.	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
913	920	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Motorway and local traffic needs greater separation. The proposed 2 roundabouts giving access to the M5 will generate congestion and will encourage drivers for alternative routes or rat runs through local villages. The closure of Greenways Lane and re-routing of Stoke Road will add to this issue. With the Schools, colleges and businesses in South Taunton which generate much of this traffic is not easily accessed from Toneyway to the North of Taunton. The access to South Taunton should be made simpler by reopening the old Ilminster Road to Blackbrook roundabout. Otherwise the traffic currently using Greenways Lane and Hayden will simply find another way through, doing this no residents in and around Blackbrook would be affected by this change.	<p>The latest proposed A358 scheme design includes upgrades to the M5 junction 25 and Nexus 25 junction.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25 and Nexus 25 junction. 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.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Feedback during the 2021 A358 Statutory Consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>As a result of the realignment of Ash Road, there is an increase in traffic forecast to use Haydon Lane and Stoke Road as a result of the scheme. To mitigate the effect of this increase, the design now includes the localised widening of Stoke Road and additional passing bays along the length of Haydon Lane.</p> <p>The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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914	920	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	The visual impact of the proposed Road will have significant adverse effect on all dwellings and footpaths on the road between Henlade and Stoke St Mary. Bunding, Planting and acoustic fencing will be essential on the South side of the proposed A358, all the way from Nexus to lower Henlade where the road is on an embankment, to screen the road from light and noise pollution generated by the additional traffic. If street lighting is to be provided on the Nexus roundabout it should be directed onto the carriageway surface with minimal light spillage. General: There is an imperative need for laybys along the whole length of the road at suitable locations together with grass margins at carriageway level along the to allow vehicles to pull off the running surface.	<p>Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes
915	920	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The design of the roundabout at the junction of the Langport Road (Mattocks Tree Green) is an open invitation to use the Rat run down Ash Lane through Stoke St Mary to South Taunton. Highways England own modelling suggests that up to double the current traffic would go through the village. In my view, this junction to the roundabout is not needed as there are several ways the new road could be accessed from the village, West Hatch can access it from the new Scout Camp Road. THIS LINK SHOULD NOT BE BUILT. The old A358 dual carriageway from Mattocks Tree Green to Henlade would seem to be a far higher standard of road than will be required to carry the greatly reduced volume of traffic using this connection once the new road is open and this could lead to an opportunity of creating a footway, cycle path and bridleway by closing one carriageway to vehicles. GreeNway Lane will quite rightly have no connection to the proposed A358. It is currently used as a rat run with high volumes of traffic approaching and leaving Taunton. Residents of Greenway Lane, Lowere Henlade and Hatden will be very happy when it is closed no doubt. However, its closure will result in the re-routing of this traffic to other even mote unsuitable roads. Ash Lane running through Stoke St Mary is the obvious alternative. This road in places is a single track road in a number of places with limited forward viewing and very sub-standard passing places. There is also the potential for traffic from Creech St Michael to cross at Henlade and travel back and forth to Taunton via Haydon. Traffic management measures must be agreed on the day the New A358 opens and is not acceptable for Highways England to create a significant problem and leave it to Somerset County Council to find a solution.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
916	920	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	The proposed new road connection involves excessive land grad and severs arable land to the extent that the use of the land on either side is severely compromised. A better option to maintain access to these properties and the Scout Camp would be an under link or bridge from the village Road where it meets the new connection with Mattcoks Tree Green junction, or the new road should follow the line of the new A358 until it reaches the current access to the Scout Camp and the School.	The 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. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).  The provision of a link and overbridge at this location was deemed unfeasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide a link to the Scout Camp and local business from the proposed Mattock's Tree Green junction.	Yes
917	920	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements Reason: Seems to make sense	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including Walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
918	920	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Agree	National Highways welcomes support for the scheme.	Yes
919	920	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	We have over 40 horses in several establishments in Stoke St Mary and more in the rest of the parish, many people cycle and even more walk regularly. We notice what was possible during lock down when traffic was purely generated locally. We are preparing a strategy for our village which will be improved by the closure of Greenway Lane and the reduction of traffic through Henlade. All this is dependent on reducing traffic down Ash Road rat run.	National Highways acknowledges this comment and notes that, 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. The impact on local roads, including walkers, cyclists and horse-riders (WCH), has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where beneficial to overcome road safety concerns. Ash Road was discounted from the assessment because it shows a decrease in traffic flows as a consequence of the scheme.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
920	920		<p>Ab expressway that begins at a roundabout notorious for delays and ends at a double roundabout of absurd design that requires an enormous amount of elaborate design to accommodate local access that is currently simple and that creates the potential for collateral damage through creating new rat runs, is total overkill. The Henlade bypass is essential, beyond that, better design access and egress from the M5 and A303 would achieve 95% of the effect of the current scheme at half the carbon footprint.</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 scheme includes a bypass of the existing A358 passing through Henlade and this would improve the congestion and air quality issues currently experienced in the village.</p> <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) exit, 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 carriageway. 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 would 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, 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>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
921	921	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including Walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes



Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
922	921	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	I STRONGLY OBJECT TO THIS PROPOSAL. I LIVE AT CAPLAND, RIGHT NEXT TO THE PROPOSED DUAL CARRIAGEWAY WHICH WOULD COME RIGHT UP TO OUR GATE AND BE IMMENSELY INTRUSIVE IN TERMS OF NOISE, POLLUTION, VIEW AN' WOULD BE A DANGER TO OUR HORSE RIDERS, WALKERS AND PETS. ALL LANES OF THE PROPOSED DUAL CARRIAGEWAY WOULD BE ON THE CAPLAND SIDE OF THE CURRENT A358 AND THIS IS TOTALLY UNFAIR AND UNACCEPTABLE. IF YOU'RE GOING TO GO AHEAD WITH 'HIS GHASTLY PROJECT AT LEAST YOU COULD HAVE TWO LANES EACH SIDE OF THE CURRENT A358 AND NOT CAUSE ALL THE GRIEF OF NOISE AND POLLUTION TO THE CAPLAND OCCUPANTS. Nobody I know wants this development as we'll end up with more vehicles driving through our rural village, which has very small lanes. There will be quite a few years of construction work, causing disruption, noise and disturbance to everyone in the area. The obvious alternative to this project would be to upgrade the Southfields roundabout otherwise there will be greater tailbacks and traffic jams than there are already. The effect on all our wildlife and trees and the environment in general will be catastrophic. Access to our local villages will be totally messed up throughout the whole route. The whole idea of the A358 was originally to BYPASS Hatch Beauchamp, yet now the whole of Hatch Beauchamp is going to turn into a noisy rat run of traffic. All the extra traffic through the villages will be dangerous for pedestrians, schoolchildren, horses, pets etc. We also very strongly disagree with the dual carriageway being much bigger than normal and in fact being an "Express Way". There is absolutely NO NEED for this. Local houses will have incredibly polluting car fumes and traffic noise. All the surrounding beautiful farmland will be cut through / lost / severely disrupted and totally spoilt.	<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 scheme 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 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>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>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
923	922	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	We live at Hatch Beauchamp. The Ashill overpass and proposed junction would dramatically effect the life of our village. The amount of traffic through the village would significantly increase causing pollution, noise and safety issues for the residents. It would reduce the safety of pedestrians, cyclists, horse riders and local drivers. Parking is a problem as several houses have to park on the road because of no garages. With considerable increase of traffic it would be more difficult to "ark safely" We fought very hard to get the current bypass established for the very same reasons. It would destroy all that! I agree that something is needed to bypass Henlade. The proposed plan design is "Expressway" standard - double the width of a normal dual carriageway . A dual carriageway would suffice. The current plan would be pointless unless the roundabout at Southfields is upgraded first as it would create considerable tailbacks. The proposed plan would bring no benefits- either economic or other to Hatch or the surrounding villages.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) exit, 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>	Yes
924	922	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	If a normal dual carriageway was constructed instead of the proposed expressway flyover systems, then access to all local villages along the A358 would be in the form of slip roads with simple bridges over the duel carriage way.	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.	Yes
925	922	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	For all the reasons stated in section 2a and 2b. The life of our village would be significantly change for the worse. Access would create a "RAT RUN" through Hatch Beauchamp. No slip roads and flyovers at Bickenhall Lane and Village Road will route traffic from Neroche, West Hatch, Ashill and Staple Fitzpaine through Hatch to access the A358. As mentioned before this project defeats the original purpose of the A358 as a bypass of Hatch. Henlade will be saved to the huge detriment of Hatch Beauchamp!! In parts both Bickenhall Lane and Village Road are single track and have no pavements. Hatch has a primary school where children walk to school. Any increase of traffic would be dangerous.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion o– road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
926	922	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: It would be ridiculous to improve an existing road through an area prone to flooding.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including Walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
927	922	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	All aspects of the new proposals should take into consideration the effect to the environment.	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) submitted within the DCO application.	Yes
928	925	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I'm not affected as a homeowner by this part of the scheme but I frequently use the road through Henlade to access Hankridge and to take the M5 southbound. I support the 'by passing' of Henlade to remove this bottleneck.	National Highways welcomes support for the scheme.	Yes
929	925	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	To allow Henlade village to be bypassed and to allow access to the Mount Somerset Hotel and Stoke St Mary village.	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
930	925	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This junction seems very complicated with two roundabouts, is there any other possibility for creating this junction and providing links to all the roads listed above.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
931	925	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Huish Woods is an important resource for the local community and access is required.	National Highways welcome support for the scheme	Yes
932	925	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This link is essential to provide access to Taunton and the M5 for residents of Hatch Beauchamp and villages to the east	National Highways welcomes support for the scheme.	Yes
933	925	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I do not want this new bridge to be installed as it will encourage vehicles from west of the A358 to use this link to get to Mattocks Green and hence bring more traffic through the village of Hatch Beauchamp. Bickenhall Lane on the eastern (Hatch) side of the A358 is a narrow single track road with a very few passing places, not suitable for Heavy Goods Vehicles and hence is the wrong type of road to have an increase in traffic.	Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
934	925	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	I do not agree with Village Road to be diverted via a bridge across the A358 as this will encourage more traffic from villages to the west of the A358 to use the bridge and come through Hatch Beauchamp to access the junction at Mattocks Tree Hill. Perhaps a better solution would be to extend the new access road which will link Stewley to the Ashill junction, west to link with Village Road and Capland Lane. This will give access to Ilminster/Southfields junction for residents of Hatch Beauchamp, will reduce the traffic through Ashill. Alternatively if the Ashill junction was moved closer to Hatch Beauchamp this would reduce the amount of traffic going through Ashill and remove the need for the bridge at Village Road.	<p>The parallel road on the eastern side of the A358 is intended to connect the village of Stewley to the proposed Ashill junction, reducing the effects of severance on this village. Likewise, the proposed Capland Lane link is intended to connect Capland Lane to Village Road to reduce the effects of severance on Capland and to give local traffic an alternative route in the event of flooding. Both of these roads are intended for local traffic only and are not appropriate for through traffic.</p> <p>The inclusion of the Village Road overbridge in the proposed A358 design is for two main reasons; firstly to reduce the effects of severance on villages to the west of the A358 and ensure that they are well connected to the proposed A358 junctions, and secondly to provide a viable through route (avoiding the Capland and Stewley route) for places like Hatch Beauchamp to access Ashill junction.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to—the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
935	925	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: A connecting link road between Capland Lane and Village Road will link to my suggestion in 3b	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including Walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
936	925	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This parallel road on the eastern side of the A358, if extended through Capland Lane to Village Road would eliminate the need for a bridge for Village Road and still provide connectivity for residents without encouraging residents from villages west of the A358 to come through Hatch Beauchamp to access Mattocks Hill junction.	<p>The parallel road on the eastern side of the A358 is intended to connect the village of Stewley to the proposed Ashill junction, reducing the effects of severance on this village. Likewise, the proposed Capland Lane link is intended to connect Capland Lane to Village Road to reduce the effects of severance on Capland and to give local traffic an alternative route in the event of flooding. Both of these roads are intended for local traffic only and are not appropriate for through traffic.</p> <p>The inclusion of the Village Road overbridge in the proposed A358 design is for two main reasons; firstly to reduce the effects of severance on villages to the west of the A358 and ensure that they are well connected to the proposed A358 junctions, and secondly to provide a viable through route (avoiding the Capland and Stewley route) for places like Hatch Beauchamp to access Ashill junction.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to—the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
937	925	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I am a cyclist and would very much like to cycling route to Thornfalcon	National Highways welcomes support for the scheme	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
938	930	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I do not believe your proposals go far enough to ensure the smooth running of this junction at peak times. Hence I believe you need to do more.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
939	930	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 3	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
940	930	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This junction should be moved further away from Southfields roundabout to better facilitate local traffic connectivity.	<p>The proposed Ashill Junction is located in the optimum position to enable maximum connectivity for communities either side of the A358 between the M5 and Southfields. These junctions provide direct routes for adjoining communities to access the A358</p> <p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes
941	931	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 3	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
942	931	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Move towards Taunton	<p>The proposed Ashill Junction is located in the optimum position to enable maximum connectivity for communities either side of the A358 between the M5 and Southfields. These junctions provide direct routes for adjoining communities to access the A358</p> <p>Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes
943	932	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	The new bridge would need to have a pedestrian pathway to make this safe for pedestrians.	<p>Stoke Road realignment would retain the existing cross-section that it ties into, i.e. a highway with a grass verge on both sides. Walkers, cyclists and horse-riders would continue to use the road space as they do at present. Proposals for walkers, cyclists and horse-riders (WCH) 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes
944	932	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Concern that the plans could cause an increase in the traffic through Ruishton. This is due to cars from Creech St Michael or Monkton Heathfield taking the narrow roads through the village to access the old A358. Consideration of traffic lights at existing Henlade junction to facilitate safer crossing for cars and pedestrians. Also consideration of traffic calming measures along the current A358 to deter usage and improved cycle paths and pedestrian pathways. Improved pedestrian crossing on junction 25 roundabout as current arrangements do not feel safe.	<p>Traffic flows through Ruishton are not forecast any significant change with the scheme in place. This is because improvements to M5 junction 25 and the Nexus 25 junction, better journey times along the proposed A358 and less direct access to the A358 from the lanes through Ruishton will encourage traffic from Monkton Heathfield to access the A358 via M5 junction 25.</p> <p>The traffic flows through the old A358 are forecast to reduce by over 90% in the design year (2046). This significant reduction means that traffic calming measures are not beneficial through Henlade with the scheme. It also means that junctions along the existing A358 will operate significantly better with the scheme in place because there will be less conflicting traffic for the side roads to negotiate. The new high quality dual carriageway has been designed to accommodate all of the forecast traffic, reducing any likelihood of alternative routes being used.</p>	Yes
945	932	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
946	932	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please	The detail is not clear on the current proposals. Essential that there are specific paths for pedestrians and cyclists.	<p>The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Environmental Statement Chapter 12 (Document Reference 6.2) considers the magnitude of impact including on journey length. Public rights of way would be retained as much as possible and the scheme includes new off-road routes and new crossings. Some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p> <p>Proposals for walkers, cyclists and horse-riders (WCH) 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response



Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		let us know the reasons for your response			
947	932	Do you have any other comments you would like to make about our proposals?	Currently there is a well used lay by close to Nightingale Farm Units (both sides of the road). These lay-bys are quite big and used by lorries. I do not see any lay-bys on the new roads and feel that provision needs to be made for this.	Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway in an emergency.	Yes
948	937	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	You need to sort out how workers get in and out of the Blackbrook Business Park to keep this junction moving freely at peak times. Your proposals do not achieve this.	The latest proposed A358 scheme design includes upgrades to the M5 junction 25.  National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25. 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).	Yes
949	937	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
950	937	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This junction should be moved towards Taunton to reduce the amount of traffic through Ashill.	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 (ComMA) (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.	Yes
951	937	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	These road users should not share narrow roads with agricultural machinery	Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
952	937	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I need more information to comment in any meaningful way.	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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
953	937	Do you have any other comments you would like to make about our proposals?	I would need to know that agricultural traffic will be allowed to continue to use the A358 between Taunton and Southfields as this is key to my business. I need a letter from Highways England stating that agricultural traffic will be allowed to get using 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 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 (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
954	938	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	I WOULD ONLY AGREE IF THE DUAL CARRIAGEWAY IS MOVED WEST, AS MENTIONED BELOW. IF THIS PROPOSAL DOES GO AHEAD, WHICH I STRONGLY OPPOSE, THEN SLIP ROADS EITHER SITHE DUAL CARRIAGEWAY AT VILLAGE LANE WOULD PROVIDE MUCH NEEDED ACCESS BETWEEN ASHILL AND MATTOCKS GREEN. ALSO THIS WOULD MINIMISE THE NUMBER OF RAT RUNS THROUGH HATCH BEAUCHAMP AND SURROUNDING VILLAGES BECUASE DIRECT ACCESS WOULD BE PROVIDED. FURTHERMORE THE CURRENT A358 WOULD NOT BE NEEDED AS A LINK ROAD, THUS ALLOWING THE DUAL CARRIAGEWAY TO BE MOVED WEST, AWAY FROM HOUSING.	<p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts</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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
955	938	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements Reason: WE STRONGLY OBJECT TO A LINK ROAD. WE PREFER OPTION 2. LOCALISED FLOOD IMPROVEMENTS SHOULD BE PROVIDED ANYWAY BY THE ENVIRONMENT AGENCY. I LIVE AT CAPLAND, RIGHT NEXT TO THE PROPOSED CUT THROUGH WHICH WOULD COME RIGHT UP TO OUR GATE AND BE IMMENSELY INTRUSIVE IN TERMS OF NOISE, GREENHOUSE GASSES AND POLLUTION. IT WOULD BE A DANGER TO PEDESTRIANS, HORSE RIDERS AND PETS AND WOULD RUIN THIS PEACEFUL, SCARCELY USED SINGLE TRACK LANE AND SURROUNDING VITAL FARMLAND.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.  The Capland Link road joins the existing Capland Lane approximately 120m from this land parcel. The alignment of this link has been kept as close to the A358 as possible to reduce the impact on the surrounding landscape and farmland. The link will be used by local traffic accessing Hatch Beauchamp.	Yes
956	938	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	SLIP ROADS AT VILLAGE ROAD WOULD OBIVIATE THE NEED TO LEAVE THE EXISTING ROAD AS A CONNECTING ROAD.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts.	Yes
957	938	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I DISAGREE WITH THE WHOLE PRINCIPLE OF MAKING THIS A DUAL CARRIAGEWAY BUT IF IT GOES AHEAD THEN LOCAL ASHILL AND CAD GREEN // RAPPS TRAFFIC WILL NEED ACCESS TO TAUNTON AND ILMINSTER, SO I THINK THIS WOULD BE THE LESSER EVIL.	National Highways acknowledges support for this aspect of the scheme as well as the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The case for the scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
958	938	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	I STRONGLY DISAGREE BECAUSE IF SLIP ROADS WERE PROVIDED AT VILLAGE ROAD THIS WOULD BE ENTIRELY UNNECESSARY. THERE IS NO ACCESS IN YOUR PLAN BETWEEN MATTOCKS GREEN AND ASHILL WHICH, AT A GLANCE, IS WELL OVER HALF THE LENGTH OF THE PROPOSED DUAL CARRIAGEWAY.	<p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts</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 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 (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. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
959	938	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	IF THE GOVERNMENT IS SERIOUS ABOUT IMPROVING TRAFFIC FLOW BETWEEN THE A303 AND THE M5 THEN THE FIRST BOTTLENECK TO TACKLE IS THE SOUTHFIELDS ROUNDABOUT. IF THIS ROUNDABOUT DOES NOT HAVE A FLYOVER WHICH SEPARATES THROUGH TRAFFIC FROM LOCAL TRAFFIC THEN THROUGH TRAFFIC FLOWS WILL NOT IMPROVE. IN ORDER TO IMPROVE SAFETY FOR LOCAL TRAFFIC, THROUGH TRAFFIC MUST FLY OVER THE SOUTHFIELDS ROUNDABOUT. OTHERWISE THIS PROPOSAL IS COMPLETELY UNACCEPTABLE.	<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). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes

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960	938	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	THERE IS NO WAY NEAR ENOUGH ACCESS FOR PEDESTRIANS TO CROSS THE A358. NUMEROUS FOOTPATHS HAVE BEEN LEFT WITH PEDESTRIANS BATTLING WITH THE A358 TRAFFIC AND NO BRIDGE. THIS IS A GOLDEN OPPORTUNITY TO RECOGNISE AND RESPECT RIGHTS OF WAY. IF NECESSARY I COULD PROVIDE A MARKED-UP ORDNANCE SURVEY MAP SHOWING ALL OF THESE RIGHTS OF WAY.	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: <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> These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.	Yes
961	938	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	THERE APPEAR TO BE NO ECONOMIC BENEFITS TO HATCH BEAUCHAMP AND ADJACENT VILLAGES.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
962	938	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	3-5 YEARS OF CONSTRUCTION ARE BOUND TO OVERRUN CONSIDERABLY. WE WILL HAVE TO PUT UP WITH INCREASED TRAFFIC, NOISE, POLLUTION AND DISRUPTION.	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).	Yes
963	938	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	ALL OF THIS IS POINTLESS UNLESS THE SOUTHFIELDS ROUNDABOUT IS UPGRADED FIRST, WHICH WE BELIEVE IS NOT FUNDED AS PART OF THIS DEVELOPMENT. THE TAIL BACKS CAUSED BY A DUALCARRIAGEWAY FEEDING INTO THE EXISTING SOUTHFIELDS ROUNDABOUT WILL DOUBLE OR MORE.	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. 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. 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). 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	Yes

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				part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
964	938	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	YES I DO!! THE ESTIMATED NOISE LEVELS HAVE BEEN CALCULATED BY MATHEMATICAL MODELLING. THIS SEEMS HOPELESSLY INADEQUATE AND WE REQUIRE NOISE LEVEL RECORDING TO BE CARRIED OUT OVER AT LEAST 12 MONTHS. IF THIS DUAL CARRIAGEWAY GOES AHEAD WE EXPECT THE VERY LOWEST NOISE LEVEL SURFACES TO BE USED. SIMILARLY, GREENHOUSE GAS LEVELS HAVE BEEN ESTIMATED BY MATHEMATICAL MODELLING AND NO MENTION WAS MADE OF POLLUTION. LIKEWISE, WE EXPECT POLLUTION AND GHG TO BE MONITORED OVER AT LEAST A YEAR.	Road traffic noise levels have been predicted using the method detailed in the Department of Transport technical memorandum - Calculation of Road Traffic Noise (CRTN) 1988 as required by DMRB. This is the standard method for calculation of road noise in the UK and has been used in its present form for nearly 30 years. There has been extensive validation of the method and it has been shown to be very reliable. CRTN is the only accepted method for determining entitlement under the Noise Insulation Regulations 1975. Noise level measurements are highly influenced by meteorological conditions and other non-traffic related sounds and therefore use of the validated prediction methodology, supplemented by noise measurements to inform the modelling, is preferred. Furthermore, it is only possible to predict future noise levels based on the scheme design and future traffic predictions.  The proposed scheme will include a low noise surface on all sections of the A358.	Yes
965	938	Do you have any other comments you would like to make about our proposals?	IF THE GOVERNMENT IS SERIOUS ABOUT IMPROVING TRAFFIC FLOW BETWEEN THE A303 AND THE M5 THEN THE FIRST BOTTLENECK TO TACKLE IS THE SOUTHFIELDS ROUNDABOUT. IF THIS ROUNDABOUT DOES NOT HAVE A FLYOVER WHICH SEPARATES THROUGH TRAFFIC FROM LOCAL TRAFFIC THEN THROUGH TRAFFIC FLOWS WILL NOT IMPROVE. IN ORDER TO IMPROVE SAFETY FOR LOCAL TRAFFIC, THROUGH TRAFFIC MUST FLY OVER THE SOUTHFIELDS ROUNDABOUT. OTHERWISE THIS PROPOSAL IS COMPLETELY UNACCEPTABLE.	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.  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.  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). 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.	Yes
966	938	Do you have any other comments you would like to make about our proposals?	When the local consultation vote was announced the majority voted in favour of the A358 joining the M5 south of junction 25. It is unacceptable to change the criteria after the vote, in fact it is immoral. This option allowed local traffic to be separated from through traffic and moved the through traffic away from Henlade, also relieving the amount of traffic on junction 25. This option should be reinstated immediately as the vote was tampered with	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 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.  Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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967	939	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Its already built	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
968	939	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Wont affect me personally	National Highways acknowledges this comment	Yes
969	940	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	More improvements do need to be made for traffic exiting and joining the M5 to reduce congestion and improve flow along the A358. Local traffic and M5 traffic need to be catered for separately In my opinion this work should be completed after which the proposed dualling of the existing A358 should be reassessed	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
970	940	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	From the YOU TUBE fly thro video the full width of the actual carriageways and central reservation appears to incorporate a huge tract of land which is of grave concern to me. Prime agricultural land which we should be using to feed our nation not laying down new roadways and wasting many acres. Wildlife habitats for many species will be greatly affected not to mention increased noise and air pollution for local communities.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
971	940	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Again this proposal is taking up prime agricultural land including tunnelling into the hillside causing environmental disturbance and pollution.	<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) submitted within the DCO application.</p> <p>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).</p>	Yes

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972	940	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Ash road as it is stands is unsuitable for increased traffic, which would increase significantly as people aim to get to work/school on the south side of Taunton.	<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 methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
973	940	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	If the proposals were to go ahead I agree that access would be required for the campsite, school and local businesses	National Highways acknowledges this comment.	Yes
974	940	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	As well as increased width of the carriageways and central reservation plus new roads running parallel to the A358 means even more swathes of prime agricultural land will be swallowed up by the project causing more air and noise pollution. Many farmers have land which they farm on either side of the A358 so their livelihoods will be affected by increased travel to and from their destinations, time taken and increased expense from the extra travel.	<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 (ComMA) (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways has sought to limit the severance of agricultural holdings which farm land 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>	Yes



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975	940	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Should the proposals go ahead then a bridge would be necessary however this would be very much to the detriment of the surrounding villages especially Hatch Beauchamp.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
976	940	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	This will lead to increased traffic travelling through Hatch Beauchamp The purpose of the original bypass was to relieve the village of traffic congestion and noise/air pollution. it would therefore appear that we would be taking a step backwards if this proposal were to happen	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
977	940	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements</p> <p>Reason: None of these routes are designed to carry heavy traffic - passing places are few and far between and used regularly by walkers, cyclists and horse riders However localised flood improvements would be welcome on those byroads should the proposals go ahead to which I am strongly opposed.</p>	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
978	940	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	I agree the Existing route would be required should the proposals go ahead but I am strongly opposed to these proposals	National Highways acknowledges this comment and the range of views expresses relating to the need for the scheme.	Yes

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979	940	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Should the proposals for the A358 go ahead I would agree the local road network and new off-road routes would be required for the walkers, cyclists, horse riders and disabled users. A cycle route would be of benefit	National Highways acknowledges this and welcomes support for the scheme.	Yes
980	940	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	As stated earlier in my opinion the Henlade and Southfield roundabouts need to be sorted and reorganised first then the A358 dualling issue can be reassessed.	<p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes

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981	940	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The proposals overall would sacrifice so much of the environment and wildlife at a time when we should be more protective of such things as discussed at the recent COP26 summit meeting. As Sir David Attenborough stated 'time is running out for our planet' WE NEED TO ACT NOW TO PROTECT OUR PLANET FOR OUR CHILDREN AND GRANDCHILDREN NOT DESICRATE AND RUIN OUR GLORIOUS COUNTRYSIDE JUST TO MAKE A RAT RUN FOR TRAFFIC TRAVELLING FROM LONDON AND THE HOME COUNTIES TO GET TO DEVON AND CORNWALL	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.  National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.  National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate 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.	Yes
982	943	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
983	943	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This proposed junction is far too close to the existing Southfields Roundabout, it would make more sense to have the joining junction further towards Taunton serving local traffic from a wider number of villages	The proposed Ashill Junction is located in the optimum position to enable maximum connectivity for communities either side of the A358 between the M5 and Southfields. These junctions provide direct routes for adjoining communities to access the A358. Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

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984	943	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This will allow local residents from Broadway to access the A358 either via Donyatt Hill section of the A358 to Southfields or through Ashill's thickthorn lane at the proposed junction or if the junction were situated Further towards Taunton.	National Highways welcomes support for the scheme.	Yes
985	943	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	1. Improvements to existing underpass and replicating it under the new carriageway. When the existing A358 was built 25 years ago we were granted an underpass near Horton Cross adjacent to a water course that has to cross under the road. In the 25 years since this was built farming operations have changed significantly in the force of market changes. We now farm our whole 750 acres of arable land with 1 full time person and 1 part time person who helps at times of peak activity. Even with this modest level of staffing it is a challenge to remain profitable. 35% of our arable land is on the Western side of the A358. As a result of this we estimate that we make approx. 650 crossing of the A358 with agricultural machinery each year. We can currently make these journeys by only travelling a few hundred meters along the A358. With the provision of a suitable underpass most of these trips will only be a few hundred meters longer than they currently are and will not involve travelling on the same roads as non-agricultural vehicles. However, we would still need to take our combine harvester but an alternative. In the event that the necessary underpass is not provided all agricultural operations undertaken to the west of the A358 will result in approx. 650 agricultural vehicle movements through the Ashill junction each year. This long route round will also result in a further 4.3km travelled by agricultural traffic on each journey (an annual total of over 2,800km), greatly increasing the time and cost involved. This would have an even more severe impact at peak times when weather windows for the farming activities required can be very short. To date ongoing discussions have been had with National Highways with regards to the adjustment of the existing A358 underpass and provision of adjoining underpass under the new carriageway to a height and width of at least 4 m. This would provide continued agricultural access and negate the requirement for agricultural vehicles to run on the public highway with resultant safety implications. This proposal makes provision within what is already a required	Section 4 Ashill to Southfields includes an overbridge midway between the two junctions where walkers, cyclists and horse-riders could cross the scheme. As an outcome of consultation, the previous proposal for Ding underbridge has been replaced with a new overbridge at Jordans, which overcomes the risk of the public right of way being flooded. It would connect the Broadway Street link, Old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner, very lightly trafficked and a more convenient crossing location than the previous Ding underbridge. It is noted the Ding underbridge is still required to convey a watercourse under the widened A358 but this is no longer proposed as a public right of way.	Yes

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			<p>structure to allow the free flow of the watercourse. The provision of sufficient headroom along with the segregation of the stream from an access track would provide continued agricultural access and lessen the severance aspect of the scheme.</p> <p>2. No public access to underpass It is noted from the consultation document that it is proposed that this underpass is also used as a bridleway. We have already commented that consolidation of multiple uses in this confined environment is not safe. There will at least two bends in the access to and from the underpass that will have limited visibility and this leads to an increased risk of accidents below users, particularly between horses and agricultural machinery. We are also informed that there is risk that the vehicle track will flood in periods of heavy rainfall. This is not an issue for the farm as during these periods it is not possible to undertake farming activities and hence we will not be making journeys through the underpass. However, public users may still make journeys leading to an increased risk of accidents. Hence the underpass should be for private access only in connection with our farm. Suitable crossing opportunities for other road users are provided at the Ashill junction.</p> <p>3. Impact of which side of existing road new carriageway is built During all our discussions with National Highways (formerly Highways England) we have voiced a fundamental disapproval of the location of the new carriageway being to the east of the existing A358. If positioned to the west significant area of woodland pasture and parkland priority habitat as well as priority habitat inventory deciduous woodland would not require to be disturbed neither would the various nature and wildlife corridors which run through the existing extended hedgerows and watercourses. The west side of the existing A358 is currently arable land and therefore environmentally less important. In addition, we own all the properties close the A358 along our section and we have 12 properties that are far more impacted by the new carriageway being on the Eastern side and this will impact on our income from renting these properties to tenants. The Technical Assessment Report issued with the first consultation clearly stated that the new carriageway would be built to the west of the existing road from Southfields Roundabout to the Ashill junction to avoid the Local Wildlife Site at Jordans. This position has been dropped by National Highways, presumably on the grounds of cost, and the current proposal involved the new carriageway being on the eastern side of the existing road, leading to far greater environmental damage. As noted below, this additional environmental damage is leading to more Nature</p>		

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>Mitigation which in term could greater impact our economic viability. It seems grossly unfair that we are being heavily penalised for managing land in an environmentally friendly manner that, on the grounds of cost, National Highways are choosing to build on.</p> <p>4. Loss of agricultural land One key requirement to remain economic is lots of businesses, and particularly with farming is to have economies of scale. The current proposals with result in us losing a significant amount of farmland. Despite repeated requests, National Highways have not told us the amount of land we will lose. This is highly concerning as the amount of our land within the red line is over 25% of our land. Adjoining land, which is required to minimise operating costs, rarely comes to market and when it does it usual attracts a premium price. Hence replacing land lost is extremely difficult. The loss of all the land in within the red line would have a huge impact on the viability of our farm.</p> <p>5. Amount, location and terms of Nature Mitigation The red line surrounding the proposed development on our land has moved a number of times, but has always been greatly in excess of the land required to build the roads verges. We have asked for details of the reasons of this large area every time we have met National Highways and nothing was forthcoming until 29 September 2021. On this date, we were sent a first draft of National Highways proposed scheme for nature mitigation. The land required for this takes up much, but not all, the land that is not being used for roads within the red line. At the current time farmers are being encouraged to move to more environmentally friendly land uses than intensive agriculture on much of the farmland in the UK. We have long sought to farm in harmony with nature by actions such as not removing huge lengths of hedgerows and being part of agri-environmental schemes. Hence it is pleasing that the environmental surveys conducted by National Highways on our land have found significant biodiversity, including in the Jordans Local Wildlife Site that National Highways are proposing to build on to save money. However, it now appears we will be penalised for being good custodians of the environment as the amount of nature mitigation proposed is very significant and if not done on a suitable basis this could hugely impact the financial viability of our farm. We meet with National Highways on 30 September 2021 to discuss Nature mitigation and subsequently sent them some of our suggestions for changing the proposals to better fit with the economic viability of our farm. We agreed to have a follow up meeting but this has yet to happen. Hence at the current time we have to object to the current proposals as we have not</p>		

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

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			<p>received: a. any justification for the amount of nature mitigation proposed; b. any details for the ownership and contractual options for our continued management of this land; or c. any response to our proposal to move the position this nature mitigation to areas of our farm we believe are better suited for this purpose.</p> <p>6. Upgrade of Rapps Road We happened when the existing A358 was built, very little thought is given to improvements required to local roads due to the impact of the development. I understand this is because there are different bodies responsible for the A358 and the local roads. As road users, we do not care whose responsibility it is, we just want to ensure that the resulting road network is fit for purpose. One of the roads in need of upgrade is the Rapps Road as the amount of traffic will increase significantly and it will become the main route for lorries and agricultural machinery accessing our farm, the commercial units we rent at Shrubbery Farm to Blackdown Shepherd Huts Limited, and 14 residential properties. There are at least four areas in need of improvement: a. The part from the existing A358 to Rapps Farm is narrow and bordered on both sides by deep ditches. This leads issues with vehicles passing lorries and agricultural machinery. This is proved by two telegraph poles adjacent to this piece of road having to be replaced in the last two years due to vehicle damage. This road needs to be widened. b. The part just as you leave Rapps going towards Ilton has an adverse camber for traffic heading towards Ilton as the road is collapsing into the ditch on the left-hand side. This situation needs to be remedied or the road will collapse completely blocking access to our farm and to Blackdown Shepherd Huts. c. All traffic from the A358 going to and from our farm and Blackdown Shepherd Huts, which includes agricultural machine including combine harvest and stretched low loader lorries (these are up to 60ft long) will have to turn right into Cad Road at the junction just before the old Ilton Halt. This is a very significant hairpin bend and such a manoeuvre, if possible, will be very dangerous due to the bend limiting the view of oncoming traffic. Accordingly, this junction needs to be amended to make this a safe and relatively ease turning for lorries to make in both directions d. A 40 mph speed limit was recently introduced in Rapps for safety reasons. With the increase in traffic and more vehicles looking to turn into Cad Road by the Ilton Halt the 40mph area needs to be extended to join up with the 40mph area at Ilton.</p> <p>7. Changes to roads no longer carrying any, or greatly reduced, through traffic When the existing A358 was built a number of parts of the former A358 were incorporated into the local road network.</p>		

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			<p>A number of these became dead end roads. Three parts of the old A358 have been subject to illegal camping since the current A358 was built. The police were involved in the removal of the illegal campers on each occasion and they only moved after considerable lengths of time. There are parts of the existing local road network that will become dead ends as part of this scheme, in particular the last part of Cad Road that currently links across to Broadway Street. This part of Cad Road should be reverted to soft landscaping and measures taken to limit illegal camping on Cad road from Ilton Halt to the A358.</p> <p>8. Ponds and tracks We note the amount and arrangements for attenuation ponds are different to those used when the current A358 was built. We have already written to National Highways with 32 suggested changes to the proposed scheme. These are mainly to seek to minimise the loss of agricultural land and to maintain access. We have yet to hear back from National Highways on these proposals. Hence, we continue to object to the proposals.</p> <p>9. New bridges for Agricultural traffic on Whitehouse &amp; Collins Farms With the severing of accesses off the existing A358 and the building of the link from Broadway Street to Thickthorn we require two new bridges across watercourses capability of carrying a combine harvester. We have already written to National Highways on these points and as we have not received a reply we objective to the current design.</p> <p>10. New road access for fields to South West of Southfields roundabout With the severing of accesses off the existing A358 we lose road access to our fields immediately South West of Southfields roundabout. These access is currently used regularly to move livestock in and out of these fields. Road access to these fields must be maintained and a new access can be built where these fields abutt the A358 towards Chard in Horton Cross.</p> <p>11. Bank by Whitehouse Farmhouse When the existing A358 was built an earth bank was built to partly shelter Whitehouse Farmhouse from the disturbance of the road. The current design does not incorporate the reinstatement of this bank which becomes even more important as the A358 will be closer to the house. We object to this omission.</p> <p>12. No lay byes While there are not lay byes shown on the plans being consulted on, the visual fly through does indicate the presence of lay byes, including one where our land abuts the A358. It does not make sense to have a lay bye with in 1.5 miles of a roundabout where road users can access services. Hence, we object. The reason for our objection is that lay byes become used as public</p>		



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			<p>toilets and this is not hygienic next to farm land. We have experienced this since the existing A358 was built with members of the public using our fields with gates close to the A358 as toilets.</p> <p>13. Road features There are a number of factors that will greatly affect the impact the new road has. These include the road surface and presence of lighting. No details have been given on these issues and hence we reserve our position. We would like the road to be as quiet as possible with as little lighting as is safe.</p> <p>14. Other uses of land within the red line There are still large amounts of our land included within the red line which we do not know why they are included. We request full information as soon as possible to allow us time to consider the situation. The contractor was appointed to ensure a plan to build the road was factored in from an early stage. Given that they have now been working for over six months plans must exist and should be shared with us as soon as possible.</p> <p>15. Process As noted above the process of seeking to work with us has been poor today. We note that a number of individuals on the National Highways team have changed and we hope this will lead to a better process, but to date information has been provided late and piecemeal and we are still awaiting responses to a number of points we have made.</p> <p>16. Business disruption - I run a Glamping Business adjacent to Cad Road at Catherine Wheel. This business will be significantly impacted by the construction of the Dualling in terms of both the construction process itself with access tracks the details of which we do not have through noise, dust and visual impact and also the final finished carriageway being significantly closer to my business it will have a severely detrimental effect on bookings and enjoyment of the site by customers.</p> <p>17. The finished carriageway will be significantly closer to my house, i worry about the impact of noise generated by the road surface.</p>		
986	943	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please	The planned link between Broadway Road and the former A358 near to Horton Cross will involve a new track across part of our farm. This would need to be shared with agricultural machinery posing risks to horseriders and other proposed users. Also this opens the possibility of illegal camping on the old A358 as has occurred in the past and continues at times to occur. How will access for farm machinery and other proposed authorised users be granted without inadvertently providing access to cars/campers at the same time.	National Highways have continued to meet with this landowner and discuss the proposals. At this stage the mechanism for restricting access has not been defined. It is subject to further agreement with Somerset Council and the proposals will be discussed with the landowner when they are developed during the next stage of design.	Yes

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		let us know the reasons for your response			
987	945	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Although not your concern, I would question the siting of a business park adjacent to a busy motorway junction. Surely this is going to lead to even more congestion in the area, even with road improvements. I think many people who live locally feel that if the A358 is dualled and journey times are faster, there will still be congestion at both the M5 and Southfields.	Both M5 junction 25 and the Nexus junction are forecast to operate within their practical capacity during peak hours in the design year of the scheme (year 2046, 15 years after scheme opening). This means that drivers will on average get through the signals on the first occasion that they turn green once they arrive at those junctions and therefore delays at both locations will just be related to a typical signal cycle and will hence be relatively small.  Operational modelling of Southfields roundabout indicates that the junction including its approach arms from the B3168, A303(West) and A358(South), will operate within the junctions practical capacity. This means that drivers negotiating the roundabout would not experience increased congestion at the roundabout compared to without our scheme in place.	Yes
988	945	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Obviously needed to connect residents of Stoke Road, Lower Henlade and surrounding villages to the 'old' A358 road.	National Highways welcomes support for the scheme.	Yes
989	945	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	You state that air quality will be vastly improved along the 'old' A358 in Henlade but surely you are just shifting the problem elsewhere. I.e. Stkoe road/Lower Henlade. At least the people living along the A358 in Henlade knew of the problem when they bought their properties. I would question whether the traffic in Henlade will decrease as much as you anticipate. I suspect that many locals along the whole route, will use local roads to get to Taunton, simply because it is quieter and saves them travelling miles to a point where they can access the new road. You may end up with new 'rat-runs'	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) submitted within the DCO application. Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.	Yes
990	945	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Too much loss of good land especially at Mattocks Tree Green junction. Effect on the landscape could not the present A358 dual carriageway have been upgraded and used for the new road, rather than going through open countryside.	The 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. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

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991	945	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	If they can't be accessed from the Hatch Beauchamp road, as before, no option but to provide another access.	National Highways acknowledges support for the proposed access to the Progressive School and Huish Woods Scout Campsite.	Yes
992	945	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Essential, the only access for miles for residents of Hatch Beauchamp and surrounding villages to join the new A358. Most locals feel that there should be more access points onto the new road. Villages such as Hatch Beauchamp and Ashill, which has been bypassed, are going to suffer a large increase in traffic.	National Highways welcomes support for the scheme. In terms of traffic, 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.  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.	Yes
993	945	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	But it sends more traffic through Hatch Beauchamp and narrow roads around the village.	The dualling 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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
994	945	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Important to have access at this end of Hatch Beauchamp to avoid traffic through village to access the junction at the other end. However, as this traffic will then have to go through Ashill to get to the Ashill junction, it will have a negative effect on Ashill. The same in reverse for Ashill residents going through Hatch Beauchamp. It is vital that there are access points at both ends of Hatch Beauchamp village.	National Highways acknowledges this comment. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes

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995	945	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road</p> <p>Reason: I am directly affected by this proposal. My property, Cot Orchard, adjoins Stocks Lane. The area already suffers with flooding and my orchard/field are frequently flooded. Neighbouring properties fare worse and in the past honeysuckle cottage has been flooded. I have asked for someone to contact me about these proposals, but this has not happened. I understand the intention is to raise the road and install culverts. No doubt the dualling of the A358 and the proposed Stewley Link Road will lead to an increase in flooding in our area. This proposal would make it even worse if the water is taken off the road it has to go somewhere when the river floods and where but neighbouring land and properties. It will also lead to more flooding further downstream at Radkin Lane/Beercrocombe, where roads are frequently impassable. Section 3c Capland options: I would prefer option 3, i.e. leave things as they are, but I am afraid this may lead to more use of Stocks Lane, which is very narrow and not suitable for heavy traffic. Thus reluctantly I would choose option 1, a link between Capland Lane and Village Road. Presumably the link only needs to be single carriage width, as is Capland Lane. This link may also be necessary for larger farm vehicles to access Capland, as Stocks Lane is too narrow.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>We note your concern over the potential impacts on the environment arising from the scheme, particularly in terms of rising water levels. As part of the preliminary design, we have incorporated mitigation to ensure no loss of floodplain compensation or restriction to river flows. As a result, we do not predict any increase in flood risk or water level as a result of the scheme. An assessment of the effects of the scheme in relation to flood risk is provided in Environmental Statement Chapter 13 Road Drainage and the Water Environment (Document Reference 6.2).</p>	Yes
996	945	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	<p>Disagree on many counts. Will increase traffic in Ashill bypassed 30 years ago. Villages all around will use this local route, as there is only the one junction between Mattocks Hill and Ashill. All along we have been told there would be a bridge connecting Stewley to Ashill. Now there is a link road proposed, taking up even more land. This directly affects my partner, David Welch, of Sunnys Be Farm, Ashill. His farm was cut in two by the original road and many acres lost, both to the road and tree planting. He is only left with about 80 acres and you are proposing to take a large proportion of these, making his farm unviable. You are proposing to extend his underpass but leaving him little to farm on the other side. He has still not had a site visit to explain these proposals in more detail so is not even sure of the exact impact on his land. (Continued over)</p>	<p>National Highways have met with this impacted landowner on a number of occasions to discuss the proposals. Where possible we have taken onboard their feedback and moved environmental mitigation, attenuation ponds and public rights of way if possible. Further engagement will continue through the next stage of design.</p>	Yes

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997	945	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	If a link road has to be built linking Stewley with Ashill junction, rather than a Village Bridge, it should be as close as possible to the A358, to lessen the loss of good farm land. At present, it appears the road is proposed some distance from the A358 with ponds etc. in between. One field, next to Ashill sewage works, appears to be covered in trees. Could these not be sited elsewhere, giving him some land left to farm. The field with the sewage treatment plant for instance. There are several farmers around here who own hundreds of acres and do not even actively farm them, and who would not feel the loss of this acreage to the same extent. Next to the underpass, on the farm buildings side of Sunnyside Farm, another field is completely given over to tree planting, or so it appears from the plans we have. We have also been told a footpath is planned alongside these fields and the A358, whilst we originally suggested a footpath through the underpass to connect to the lane below the former Butlers Depot, we did not expect it to continue up into the village. This seems unnecessary as villagers can use the Ashill junction to connect with the Stewley Side of the Road. We are also concerned about the field at the top of Stewley Road, at the start of the Link Road. We would ask that this link road is constructed as near to the end of Stewley Lane as possible to avoid the loss of yet more land and any tree planting is kept to a minimum.	National Highways have continued to meet with impacted landowners and discuss the proposals in this area. Following Statutory consultation the Stewley Link alignment has moved closer to the A358. Furthermore, following feedback from impacted landowners where possible attenuation basins and environmental mitigation has been moved to reduce the impact on local farms as much as possible.	Yes
998	945	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Too large, too many roads, loss of so much good agricultural land. Impact on landscape and on Ashill village.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
999	945	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	See comments in 3d and 3e. All along we have been told there would be a bridge connecting Stewley to Ashill village. This proposed link road would take up more good agricultural land than a bridge. As explained before, this would directly affect my partner David Welch, at Sunnyside Farm, Ashill, as the link road would pass through much of his land. If it is built we are concerned that it should be adjacent to the dual carriageway, to avoid the loss of so much land. Why has the idea of a bridge between Stewley and Ashill been discounted? Not only would this use up less land, it would solve the problem of access for walkers, horse riders etc.	In the vicinity of Ashill, connectivity across the A358 for vehicles is provided at Village Road overbridge to the north and Ashill junction overbridge to the south. These are connected on the southern side of the widened A358 by the existing Ashill Road (Old A358) and on the northern side of the widened A358 via the new Stewley Link and Capland Link road. Connectivity for walkers, cyclist and horse-riders is also proposed across the A358 at High Bridge and Sunnyside Underpass.	Yes

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1000	945	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Access at this end of Broadway necessary as the doctor's surgery is situated there. I doubt, however, that it will stop locals using narrow lanes in Broadway, to get to Southfields/Ilminster, rather than travel further to Ashill junction.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
1001	945	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The existing local roads should be used whenever possible. We are concerned that a footpath/cycleway may be envisaged alongside the new road at Ashill and passing through Sunnyside Farm, using the underpass to access the Stewley Link road. This may be appropriate for the Kennyside of the Village; surely the residents of Ashill village can use the Ashill junction for access.	<p>National Highways notes that the Old A358 is already a popular cycle route and the impact of the scheme would not warrant a segregated facility. At Sunnyside underpass, footpath CH 1/1 would be diverted through the underpass and reclassified as a restricted byway. This would maintain connectivity across the scheme for walkers, cyclists and horse-riders and provide an alternative route to Village Road overbridge or Ashill junction. It would maintain the link between Wood Road and Stewley and allow users to take advantage of lightly trafficked roads in preference to busier grade separated junctions.</p> <p>National Highways have continued to engage with this landowner about the proposal and how this would interact with their farming operations. Discussion around fencing and segregating walkers, cyclists and horse-riders (WCH) from livestock on the farm will continue through the development of the design.</p>	Yes
1002	945	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	What happens when the road is closed for bridge construction? Where is traffic diverted?	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 6.2, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
1003	945	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	I am concerned at the environmental impact of this project, in the loss of land and landscape, the impact on wildlife, the increased risk from flooding, and noise pollution. Although I live about 1/4 mile from the road, the traffic noise at present is deafening at times. This will only increase.	<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>	Yes

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1004	945	Do you have any other comments you would like to make about our proposals?	It seems to me that this proposed road, far from being of benefit to locals, is at the expense of local communities. It may be that people will be able to get places faster, but local people won't be in the same position. They will have to travel further to access junctions, often through narrow and unsuitable roads, and through bypassed villages, Ashill and Hatch Beauchamp in particular are bound to see a large increase in traffic. I feel that the quality of life of the residents along the road has been of minor importance in the planning process. We are being made to suffer so that people can get to the south-east or west country a few minutes faster.' At a time when we should be encouraging people to use public transport, I cannot see any mention in the report of bus routes in the area. Has this been considered? There should be less emphasis on the new road being 'super fast' and more access points for local people.	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.	Yes
1005	950	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1006	950	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	It's nice to see you are cutting off all the access for villages. This area does not need a hyper way. Due carriageways with bridges and access works along the A303. Use some common sense and rework the whole plan from hatch Beauchamp to Ilminster. You will put more strain on all the villages to get onto and off this new junction	<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>	Yes

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1007	952	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I agree that the present road structure at the M5 junction 25 is overly complex and potentially dangerous, as is the Nexus roundabout and both are in need of improvement from road user safety aspect. The A358 is a very busy road, used both by fast long distance traffic and by often slower local drivers and so can be potentially hazardous to slower traffic. I agree that the present road structure on the A358 is inadequate and dangerous and is in need of improvement. However, the proposals must be implemented with due care and attention to the needs and concerns of the local population road users and other service users. Therefore I agree, as stated before for road safety reasons, but the loss of the A358 road connection to Hatch Beauchamp must be compensated in some practical and safe way to provide local residents with similar safe and workable access to Hatch Beauchamp and Taunton and all other local settlements, including the dwellings in Capland Lane, which are part of the Parish of Hatch Beauchamp and should not be cut off from the main Village settlement and amenities such as church, school and pub.	National Highways welcomes support for the scheme.	Yes
1008	952	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I agree as before for road safety reasons, but the loss of the A358 road connection to Hatch Beauchamp must be compensated in some practical and safe way to provide local residents with similar safe and workable access to Hatch Beauchamp And Taunton and all other local settlements.	The proposed scheme includes a suggested new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses.	Yes
1009	952	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	No further comment, except to ask that the consequent loss of road travel connectivity be taken very seriously and the remediation actions proposed by the local residents be taken seriously and acted upon.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes



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1010	952	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I agree that the present road structure on the A358 is inadequate and dangerous, and is in need of improvement from road user safety aspect. However, the proposals must be implemented with due care and attention to the needs and concerns of the local resident road users and other service users. In particular, the loss of the A358 road connections to Henlade and Hatch Beauchamp must be compensated in some practical and safe way to provide local residents with similar safe and workable access to Hatch Beauchamp and Taunton and all other local settlements. The risk inherent in the potential consequent loss of road travel connectivity, especially with Capland Lane, must be taken very seriously and the remediation actions proposed by local residents also be taken seriously and acted upon.	<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 proposed scheme includes a suggested new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
1011	952	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	It is good to see that the loss of transport amenity inherent in the potential consequent loss of road travel connectivity have in this instance been taken seriously and the remediation actions requested by the local residents have been taken seriously and acted upon. It is to be hoped that there will be similar responsible remedial action taken to provide local residents with replacement vehicle access roads to ensure replacement access from Capland lane to Hatch Beauchamp and Taunton.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1012	952	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses?	It is good to see that the loss of transport amenity inherent in the potential consequent loss of road travel connectivity have in this instance been taken seriously and the remediation actions requested by the local residents have been taken seriously and acted upon. It is to be hoped that there will be similar responsible remedial action taken to provide local residents with replacement vehicle access roads to ensure replacement access from Capland lane to Hatch Beauchamp and Taunton.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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		Please let us know the reasons for your response			
1013	952	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The risk inherent in the potential consequent loss of road travel connectivity must be taken very seriously and the remediation actions proposed by the local residents must also be taken seriously and acted upon.	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.  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.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
1014	952	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I agree that the present junction of the A358 at Bickenhall Lane is dangerous and very risky to cross at any time when there is high traffic volume on the A358 and the access from Hatch Beauchamp to the nearby villages is in need of improvement from road user safety aspect and the proposed bridge may well be the best option. However, this proposal must be implemented with due care and attention to the needs and concerns of the local population, road users and other service users. The loss of this access point onto the A358 means that road users from the nearby villages would then have to travel into Hatch Beauchamp, with increased congestion in that village, more car travel miles, more air pollution, more fossil fuel burning and more Carbon dioxide and more damage to our environment and to our Planet. Please give serious thought to how these concerns may be addressed and workably mitigated. Thank you.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.  The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.  This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes

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1015	952	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	At present the junction of Village road with the A358 is the main access route from Hatch Beauchamp onto the A358 and then east onto the A303. If that junction is closed off and replaced by a bridge then traffic bound for A303 and destinations east will have to go to Stewley via very narrow lanes then through Ashill to the proposed new Ashill junction midway between Ashill and Rapps. That is a very long and slow journey with many 'pinch points' where collisions are not infrequent. The local bus service would have even more problems as the roads on some of that route could in some places be too narrow for busses to pass through. The extra miles would increase traffic fumes and Carbon Dioxide pollution. The drive into Taunton would have to take the road out of Hatch Beauchamp to the present route of the A378, assuming that road connection is retained, and from there join the present A358 onto the Nexus roundabout and Junction with M5, that is provided that the present A358 route onto the M5 junction is retained safely. Please note that I have selected 'Neutral' category because I agree that the Village road junction with the A358 is dangerous and would be more so with the A358 as a dual carriageway, but I am not happy with the consequences of closing off Village road unless some remediation is put in place to address the problems that I have outlined in the paragraph above. Thank you.	<p>To access the A303 from Hatch Beauchamp it is advised that you use the proposed Village Road overbridge to cross the A358, then take the section of the existing A358 retained for local connectivity, then travel through Ashill to access Ashill junction and take the A358 eastbound. This route has a faster journey time and has a much better capacity than going through Stewley.</p> <p>To access Taunton from Hatch Beauchamp it is advised that you take Village Road north using the new link to the Mattock's Tree Green eastern dumbbell roundabout, then take the A358 westbound.</p> <p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

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1016	952	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1- Provide a connecting link road between Capland Lane and Village Road Reason: If the junction of Capland Lane at the A358 is closed then traffic from Capland Lane into Hatch Beauchamp, Taunton or for A303 and destinations east will have to go through very narrow lanes in all directions. All routes from dwellings in Capland Lane will be long and potentially dangerous with the increased traffic flow caused by closure of the Capland Lane A358, with many 'pinch points' where collisions are not infrequent. The local bus service would have even more problems as the roads on some of that route could in some places be too narrow for buses to pass through. Closure of the A358 road junction with Capland Lane must be compensated by providing a connecting link road between Capland lane and Village Road to ensure that local residents still have similar safe and workable access to Hatch Beauchamp and Taunton and all other local settlements, including the dwellings in Capland Lane, which are part of the Parish of Hatch Beauchamp and their residents should not be cut off from the main Village settlement and amenities such as church, school and pub. The Connecting link road proposed in Option 1 above would provide equivalent access from Capland Lane into the wider general road network and is therefore the only responsible decision choice to safeguard the amenities, safety and residents rights of the people living in the dwellings on Capland Lane. It is the responsibility of the developers to respect those amenities, safeguarding and residents rights. As is clearly stated on page 20 of the Consultation Booklet, providing a connecting link road between Capland Lane and Village Road "Would provide a more direct link from Hatch Beauchamp to Stewley. It would also provide access to local villages during incidences (frequent) of flooding, which have temporarily closed Stock's Lane in two locations in the past". "The link road would also enable access from the A358 via Mattocks Tree Green junction and Village Road." Based on all these considerations surely the proposed link road is the only logical course of action.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1017	952	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	These proposals seem reasonable and the new bridges taking Bickenhall Lane and Village Road across the A358 will improve traffic flow and reduce collision risk of the expected heavy traffic at peak times. The loss of access for local traffic due to closure of the associate road junctions must be sensitively factored into the overall development plans.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.  The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.  This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic	Yes

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				using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
1018	952	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	No further comment, except to ask that the consequent loss of road travel connectivity be taken very seriously and remediation actions needed by the local residents to safeguard their amenities, safety and and residents rights of the people living in the local villages and 'hamlet' settlements be taken seriously and acted upon.	National Highways acknowledges this comment	Yes
1019	952	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I welcome the proposals show on pages 22 and 23 for new parrallel roads to connect Stewley with the Ashill junction etc and to connect Broadway Street and Thickthorn Lane with Ashill junction. However I consider that the neglect of similar provisions for access to the Hatch Beauchamp, Capland and West Hatch settlements is ill considered and shows a regrettable lack of respect for the less well connected areas - hence my 'Neutral' position as indicated in your multiple choice options above. It is my optimistic hope (expectation?) that the proposed link road as detailed in Option 1 Sectio 3c will be approved and put in place	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1020	952	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	Provision of parallel connecting roads is good sense and goes some way to 'future-proofing' this development as future investment in our national transport infrastructure. Some of the infrastructure neglect in other sections of the development plan are less impressive.	National Highways welcomes support for scheme.	Yes
1021	952	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	On the positive side I can willingly make the same comment on the proposals for new parallel road connecting Stewley and Broadway street and Thickthorne Lane with Ashill Junction, also to make improvements to connections with the Southfields roundabout, dedicated left turn lane, widening A303 roundabout entry lanes etc. This is all good, and No Problem with the 'Agree' catgory here - as far as it goes - but the quite clearly 'cost saving' neglect of similar improvements in other sections brings to my thoughts the much ignored wisdom of avoiding "Spoiling the Ship for a Ha'pth of Tar"!	National Highways welcomes support for scheme.	Yes

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1022	952	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	On the positive side I can willingly make the same comment on the proposals for new parallel road connecting Stewley and Broadway street and Thickthorne Lane with Ashill Junction, also to make improvements to connections with the Southfields roundabout, dedicated left turn lane, widening A303 roundabout entry lanes etc. This is all good, and No Problem with the 'Agree' category here - as far as it goes - but the quite clearly 'cost saving' neglect of similar improvements in other sections brings to my thoughts the much ignored wisdom of avoiding "Spoiling the Ship for a Ha'p' of Tar"!	National Highways welcomes support for scheme.	Yes
1023	952	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	No further comment, except to ask that the loss of road travel connectivity in other sections of the proposal be taken seriously and the remediation actions proposed in section 3c of this questionnaire, by me and by the local residents is acted upon.	National Highways acknowledges this comment.	Yes
1024	952	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	This is hard for me to put my name to any one of the categories above so am very likely to decide 'Neutral'. Having written that I have to qualify my opinion statement by writing that I support and am impressed by most of the proposals for works to benefit walkers, cyclists, horse riders and people with mobility challenges. However that all falls apart in the paragraph which begins "Local walking, cycling and horse riding groups have requested a cycle route to run parallel to the proposed A358 route", which is dismissed with reasoning that it would not fit in with existing cycle routes! For me, that approach is the reason we do not have a national network of cycle route - because we do not already have one, which if that approach continues this nation never will! So in principle most of the proposals are very good, because of the above disappointing attitude to cycle routes which results in turning down a major opportunity of national importance, my category decision has to be 'neutral'.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Environmental Statement Appendix 2.1 Annex F Public Rights of Way Management Plan (Document Reference 6.4).  Cycling would not be prohibited on the new dual carriageway based on the classification of the road, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of walking, cycling and horse-riding users.	Yes
1025	952	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The 'Planning Ahead ..' section in the consultation booklet looks very thorough, detailed and professional, but i have no professional expertise and so cannot make any further comment. I like the commitment to reuse excavated materials and the plan to minimise construction traffic on the existing A358 road, also the commitment to keep local residents informed and to work with Somerset County Council to identify and use construction traffic routes with least congestion issues. All looks good to me.	National Highways welcomes support for the scheme.	N/A

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1026	952	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Likewise for the Environmental Impact Assessment work, the plans presented in the consultation booklet look to be thorough, very well focused on key environmental concerns and I know that some surveys have been carried out on land owned by myself and my sisters. Bat boxes have been installed and inspected, also plans for excavation test digs to check for possible areas of archeological interest are also in place. All very thorough and reassuring.	National Highways welcomes support for the scheme.	Yes
1027	952	Do you have any other comments you would like to make about our proposals?	The consultation booklet is very thorough, detailed and informative. I found the information provided clear and easy to read and a great help in completing this consultation questionnaire. I like the commitment to reuse excavated materials and the plan to minimise construction traffic on the existing A358 road and the detail provided about the changes planned for some of the small roads servicing the smaller settlements, although I am not happy with some of the proposals to block off A358 access roads from/to the smaller settlements. I have noted my concerns in the appropriate sections in some detail and am happy to discuss these further if required. Landowner provided email address and mobile phone number.	National Highways welcomes support for the scheme and acknowledges comments made.	N/A
1028	958	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	A slip road enabling free flowing traffic onto the M5 will enable a bottle neck to be 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 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.  Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes

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1029	958	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	It will indeed give access but so will other crossings, what has this crossing got to offer that is different? The funelling of traffic on this crossing through the end of Bickenhall Lane on the Hatch Beauchamp side will create a log jam of traffic where the road is not wide enough. This crossing should indeed be for WCH and for farm traffic only as it will be too conjested in the Hatch Beauchamp end of the road. It is very misleading to state this crossing is for WCH when it is open to all public traffic. You have also not consulted on all the options for this route. There were 4 options put forward but you NH have not let the public know this in the public consultation. How can you consult when there is only one option.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1030	1109	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The current proposals have been worked on in good faith by myself and others who have tried to come up with solutions not problems all they way through this process. At the moment our farm is being triple impacted by the flyover at Village road Capland, the Bickenhall Lane bridge and then a large area (50 acres approx.) of land to be taken for mitigation. It would be nice in this whole process if at some point we felt like we were being listened to. If there is any other information you require then please feel free to contact us. I attach the report on our traffic movement and farm details. We have not yet quantified the effect of the current plan but we can be sure it is large! This will be done in due course. PIL attached longer report with images.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has continued to engage with this PIL during the development of the scheme.</p>	Yes
1031	958	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1032	958	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The land take and impact on local farming businesses is huge. The current proposal for the bridge over Bickenhall Lane takes far more land than the preferred option 4. Option 4 is also preferred route by local groups and the parish council of Hatch Beauchamp. we have not found anyone in favour of your current option.	<p>National Highways have continued to meet with this landowner and discuss the proposals.</p> <p>Following statutory consultation, National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and</p>	Yes



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				horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction	
1033	958	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	The land take is huge. The access roads encroach into surrounding farmland with land in between the roads becoming unworkable from a farming point of view.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1034	958	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The surrounding roads will see a huge increased traffic number as many of the existing access points onto the A358 will be severed. This will funnel traffic along the existing by roads until access is reached at Mattocks tree, Ashill or Southfields	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
1035	958	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Local agricultural traffic should be allowed to access the construction roads in order to maintain their businesses in what will be a few years of traffic hell when construction is ongoing. An on the ground liaison officer with local farmers and businesses would be a great addition to enable the smooth construction process to proceed.	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes

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1036	958	Do you have any other comments you would like to make about our proposals?	The transition to an expressway worries local residents, Surely a simple dualling of the A358 like stretches of the current A38 and A303 will enable more access points and reduce the huge impact on local residents. I also feel that the local businesses, residents and farmers have been under represented in the traffic modelling. I am also concerned that the traffic modelling data being used is out of date (2015 I believe) because of business development and farm ownership change this cannot be simply scaled up for use in 2021!! It needs redoing! Listen to local opinion regarding access, traffic movements and design of mitigation. It is these people who have to put up with the road once the construction workers have long gone!	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>When the preliminary design stage started in 2020, the most complete set of base traffic data was from 2015. By necessity this needs to include both origin/destination data (mobile phone data) to determine travel patterns and traffic flow data (traffic counts) to determine the traffic flow on the roads modelled. Some traffic counts for local roads from 2017 were used in the traffic modelling process, however generally no more recent data was available, partially because of the COVID-19 pandemic disrupting travel patterns and partially because of the time required to collect and process such a vast amount of data. After the preliminary design stage had already begun and the traffic modelling was well under way, a more recent modelling dataset became available with a base year of 2019. While it was not available in time to be incorporated into this round of traffic modelling, it will be considered for use in the next round of traffic modelling. The differences between the 2015 and 2019 datasets have been reviewed and this did not result in a compelling need to update the base model during the preliminary design stage.</p> <p>Before the next major model update, an intermediate update has been made that reflects the new opening year of 2031 and the latest growth forecasts. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>Note that the modelled forecast years for the scheme are currently 2031 (the opening year) and 2046 (the design year). These forecast models are created by applying traffic growth and development forecasts to a base model, in this case from 2015. The 2015 base model has not been "scaled up" to 2021.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). Document Reference</p>	Yes
1037	959	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock’s Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know	vast amount of traffic would divert through Hatch beauchamp and existing ways of joining 358 should be maintained as no real need for an expressway. The major problems for years have been at southfields and henlade and need to be solved. the middle of the road flows smoothly and allows good local access	<p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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</p>	Yes

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		the reasons for your response		<p>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). 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>	
1038	959	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: least bad option	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1039	959	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	even if a dual carriageway is required it should not be an expressway as you are just blighting the environment and forcing extra traffic through villages	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we’re committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government’s first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes

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1040	959	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	as i have said all one needs to do is solve traffic build up at both ends of the 358 and not create an expensive and environmentally damaging expressway, creating longer road journeys through villages	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
1041	959	Do you have any other comments you would like to make about our proposals?	the whole thing is madness in the context of the govt. climate change agenda. i have been saying for years just get the traffic moving at henlade and southfields and then review the situation.	<p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes

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1042	967	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Will restrict access as the roads are not able to account for the redirected traffic through the back roads, at times this can be large vehicles and tractors it will be chaos and cut businesses and houses off.	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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
1043	967	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	It will make it very difficult to get to these places the local roads are not made for this volume of traffic or size of businesses, it is not just those that lives there that need to get around you are cutting them off and making it impossible to access.	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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
1044	967	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Great idea to get from one side to the other but how are you supposed to get to the bridge or Bickenhall or the surrounding areas? The local roads through the villages coming from Horton Cross direction are not made for this size of vehicle or volumes. I drive a horse lorry to Bickenhall - how am I supposed to get there! You are not taking into account movement along many villages or miles you are looking at each area in isolation.	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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
1045	967	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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1046	967	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Access to properties is good but how is traffic supposed to make the distance, I feel oh are failing to realise people travel along the a358 to get to other villages and don't stay purely in their own. The roads can not accommodate this.	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.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on detailed design of the local roads mitigation will continue in the next design stage.	Yes
1047	967	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	There will be only 2 access points onto the a358 this will add increased congestion to an already busy, fast and at times dangerous roundabout effecting to the safety to our small holding and animals, my staff and clients getting to our business and our home.	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 DMRB CD 122. As such, all of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. This means that the scheme will have fewer junctions than the existing A358 as this contributes to safety of those travelling along the A358 but does means that some local communities around the A358 corridor will travel slightly further along local roads to access the A358.	Yes
1048	967	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I believe you are unaware of the volume and size of traffic this will drive through the villages and roundabout and isolate many villages making it impossible to get to. There is no way they can accommodate this.	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.  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.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
1049	967	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I can not deny being a horse rider any additional enhancements are good but you have said they will be for vehicles as well and as you are pushing a lot of traffic off the a358 to go cross country to get to places they will not be safe.	The proposed improvements 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4). An assessment of walkers, cyclists and horse-riders (WCH) is provided in Environmental Statement Chapter 12 (Document Reference 6.2).  In summary, walkers on public footpaths in Ashill parish would be able to cross the scheme at Sunnyside underpass, Ashill junction or Jordans overbridge. All of these crossings would be safer than the existing at grade crossings. Two of the crossings would be traffic-free and classified as restricted byways and therefore be more inclusive than the existing footpaths. Linear provision for walkers, cyclists and equestrians would be provided on both sides of the scheme in Ashill parish. On the western side, a restricted byway would connect Broadway Street and the old A358 at Horton Cross. On the eastern side, a new restricted byway would connect Rapps Road and Cad Road, and Cad Road would be shared with the landowner only and largely traffic-free.	Yes

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1050	967	Do you have any other comments you would like to make about our proposals?	I do not believe for one moment you have taken into account local people, traffic or businesses or lifestyle and more importantly how insufficient the local routes are to accommodate traffic you are pushing off the a358 by closing off so much access. Consequently the impact on Southfields roundabout and the congestion it will bring and effect local people and business.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
1051	972	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Strongly disagree as we are the landowners where the Mattocks Tree Green junction (MTGJ) is being sited. The land take is excessive with potentially up to a fifth (circa 100 acres) of our most productive arable land being lost to the road project. This will have a massively detrimental effect on the running of our agricultural business both during construction and once open. We also own and run Ashe Farm Campsite and again there will be a massively detrimental effect to this business particularly during construction due to access issues, noise, vibration, dust and dirt. The positioning of the link road from Ashe Road to MTGJ has yet to be finalised. The suggested route again has major implications for access to and from the campsite for cars, caravans and motor homes, the farm for tractor/machinery movements and articulated lorry deliveries and four residential properties (Ashe Farm, Murless Cottage, Murless Annexe and Peppers Mill) for private car use. The traffic count and future modelling suggests an increase in traffic on Ashe Road from 30-40 vehicle movements per hour 7am-7pm up to 1000-5000 extra vehicle movements in 2028 (image 9.1.1 in the Technical traffic report is very difficult to distinguish between the different shades of red). It appears from image 6.1.1 that there will be more vehicle movements on Ashe Road than through Henlade once the road is open. Ashe Road is wholly unsuited for this level of traffic with a number of pinch points and blind entrances around our properties and businesses whereas Henlade is a two lane road with lighting, pavements and speed restrictions with good visibility. We are very concerned about how we, staff and customers access our properties and businesses safely in vehicles and on foot with this level of traffic movement. Ashe Farm is a Grade 2 listed 16th century farmhouse with no foundations and is situated 1.5 meters from Ashe Road and the hugely increased level of traffic and vibration is likely to cause structural damage to the property. There will	National Highways have continued to meet with this landowner and discuss the proposals. Following Statutory Consultation the alignment of Ash Road link has been amended to make it less desirable to through traffic to Taunton. National Highways have met with the impacted landowner and provided evidence of large vehicles and those towing caravans being able to access Ash Road. The concerns around fly tipping have been raised with Somerset Council who are the local highway authority for local roads.	Yes

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			be large agricultural vehicles and articulated lorries coming on and off Ashe Road at all times and particularly during harvest (July/August/September) when traffic flow will be at its peak. There will be more farm vehicle movements on Ashe Road during and after construction as the new road will sever the farm and fields will only be able to be accessed by the road. Ashe Farm campsite is currently open 1st April-30th October and peak season is June/July/August with large numbers of cars, caravans and motorhomes accessing the site from Ashe Road with Friday and Saturdays being busiest. Ashe Road becomes increasingly narrow as you head south from MTGJ with Stoke Hill a single track, steep, high banked road completely impassable to large vehicles travelling in opposite directions. The closing of Ashe Road by the new A358 and installation of a bridleway to Greenway Lane opens this section of road to illegal encampments and fly tipping. With the levels of traffic forecast on Ashe Road and its narrowness we do not feel it will be safe for pedestrians, cyclists and horse riders to access the bridleway.		
1052	972	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	More land take and another road severing the farm making farm operations more difficult. This road is much closer to the rear of the farm and our buildings and will pose a bio security risk for our livestock unit as well as a general security risk for the farm as a whole. The risk of fly tipping and littering will be increased due to the relative seclusion of this road.	National Highways have continued to meet with this landowner and discuss the proposals. Following Statutory Consultation the alignment of the scout camp link has been amended. The concerns around fly tipping have been raised with Somerset Council who are the local highway authority for local roads.	Yes
1053	972	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	More land take and concerned we will lose our current access to our fields off the existing A358.	National Highways have continued to meet with this landowner and discuss the proposals. Following Statutory Consultation the alignment of the scout camp link has been amended. The concerns around fly tipping have been raised with Somerset Council who are the local highway authority for local roads. The impact and reprovision of field access has been discussed with this landowner through the ongoing engagement. Their preference of locations has been included where possible within the design.	Yes



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1054	972	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Large land take of good agricultural ground for the junction as a whole including some of our land.	The 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 use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 of the Environmental Statement (Document Reference 6.2).	Yes
1055	972	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Agree with the principle of a linked route from Henlade to Southfields but feel that Ashe Road with the predicted vehicle movements will be extremely dangerous for cyclists, pedestrians, horse riders and vehicle drivers. It is on the strategic drawings for WCH as a popular cycle route. With footpath T27/3 being cut off pedestrians from Ashe Farm Campsite will lose their access to the shop at Knight Bros garage at Mattocks Tree. With Ash Road being severed pedestrians will lose access to the bus stop at the Nags Head on the existing A358.	The impact on local roads, including walkers, cyclists and horse-riders (WCH), has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures where necessary to overcome road safety concerns. Ash Road was discounted from the assessment because it shows a decrease in traffic flows as a consequence of the scheme.  Mattock's Tree Green junction overbridge would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. The tracks would maintain access for pedestrians between the village and camp site on the southern side of the scheme and facilities including bus stops on the northern side. The redundant A358 carriageway at the junction would be repurposed for walkers, cyclists and horse-riders including a signal-controlled crossing of the A378 Langport Road.	Yes
1056	972	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Extremely concerned about the day to day running of our businesses, Ashe Farm and Ashe Farm Campsite and holiday lets, during the construction period. Any diversion routes will have to be suitable for agricultural machinery, articulated lorries, motorhomes, RVs and cars and caravans and we do not feel any of the local roads to us are. Ashe Farm Campsite is marketed as a peaceful, rural site and it will not be during construction due to the scale of the works at MTGJ and the proximity to the campsite. Noise, dust, dirt and access are all major concerns and have been highlighted in the PEI.	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 6.2, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
1057	972	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	It is noted in the PEI that Ashe Farm has 2 boreholes, whilst the PEI says they are outside the project boundary and will not be affected, we are concerned that the excavations may impact the water table and impact on the boreholes which supply water for our livestock unit. Ashe Road currently does not drain very well and floods regularly from Ashe bridge to north of The Thatch. Ashe Road often has running surface water across it even when there hasn't been large amounts of rainfall. This is dangerous during the winter months when temperatures fall below freezing.	Hydrogeological assessment has determined that the scheme will not impact the hydrogeological regime.	Yes

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1058	972	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	There is so much technical information in the PEI report, it is very difficult and time consuming to find information that is relevant to our situation. Very concerned about the destruction of wildlife habitats, ancient woodland and hedges during the construction. Difficult to comment on environmental mitigation when the areas have not been finalised.	<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 (Document Reference 6.2) has been prepared in support of this application to fully assess the scheme in accordance with the Environmental Impact Assessment Regulations.</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>	Yes
1059	972	Do you have any other comments you would like to make about our proposals?	Feel this consultation will not be a true reflection of peoples opinions as the proposals put forward have not been fully finalised and are subject to change e.g Ashe Road and Bickenhall bridge for instance. Ashe Farm/Ashe Farm Campsite are mentioned a number of times in the PEI report and we are very concerned about the level of detrimental impact and what levels of mitigation there will be. The lack of decision making on various aspects of the project, particularly the siting of the Ashe Road link to MTGJ, the areas of environmental mitigation and the timing of the archaeological trench digging, is having a negative impact on the day to day running of our businesses and causing a lot of unnecessary mental stress. We have a mains water line running from A358 at the Nags Head to Ashe Farm Campsite through the field which will be severed by the new road.	Please refer to Chapter 4 of this Consultation Report which sets out the documents that were made available and where during the consultation. 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. 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.	Yes
1060	975	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements</p> <p>Reason: If a connecting link road is provided it will come straight through the middle of our farm, this will make it nearly impossible to carry on farming here. It will mean needing more help to move animals across the road which will make it impossible to carry on running a farming enterprise here! It will also leave us a lot more vulnerable to theft with a road so close to our sheds. I believe most people currently use the route via stewley lane and stocks lane at the moment so see no reason why they can’t in the future..</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>The alignment of this link has been kept as close to the A358 as possible to reduce the impact on the surrounding landscape and farmland. This however does require the demolition of the property at Capland Orchard.</p> <p>National Highways have continued to meet with this landowner and discuss the proposals. Following statutory consultation the Capland link proposal has been included in the design and has blighted this property, and discussions are ongoing in respect of this.</p>	Yes

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1061	953	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements</p> <p>Reason: I farm at Capland Orchard and putting a connecting link road between Capland Lane and Village Road will completely split my land in half. We keep 300 ewes and use that land for lambing in the Spring. A road in between the land will mean I will need 2-3 people to move stock safely from one side of the road to the other. It will mean my business will not be able to operate from Capland Orchard.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>The alignment of this link has been kept as close to the A358 as possible to reduce the impact on the surrounding landscape and farmland. This however does require the demolition of the property at Capland Orchard.</p> <p>National Highways have continued to meet with this landowner and discuss the proposals. Following statutory consultation the Capland link proposal has been included in the design and has blighted this property, and discussions are ongoing in respect of this.</p>	Yes
1062	979	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<p>This is necessary as currently it is possible to cross the A358. However, there will need to be a separate pathway for walkers, cyclists, etc and not just a road for vehicles.</p>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock’s Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1063	979	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements</p> <p>Reason: Although narrow, traffic on the present lane drives with consideration for walkers or cyclists</p>	<p>National Highways acknowledges this comment and local knowledge is valuable.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
1064	979	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	<p>There appears to be no plan to connect Stewley to the main Ashill village. The link is important for walkers, cyclists and horse riders to be able to access both sides of the present road, and there appears to be no provision of a flyover or underpass on any stretch of the road through the village. Park Barn Lane and Rapps are already distanced from Ashill and this will make life for the residents even more difficult.</p>	<p>Walkers, cyclists and horse-riders would be able to cross the scheme at Sunnyside underpass, midway between Village Road overbridge and Ashill junction. Footpath CH 1/1 would be diverted through the underpass and reclassified as a restricted byway, creating an off-carriageway link between the Old A358, Ashill and Stewley. The underpass would provide an alternative crossing to Village Road overbridge and Ashill junction and take advantage of lightly trafficked roads.</p>	Yes

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1065	979	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Widening lanes and providing specific ones is not going to mean that drivers follow the rules of the highway code with regards to roundabouts. The present roundabout causes inexplicable confusion, and nothing will improve by making it larger. Has the possibility of traffic lights been considered to deal with the issues?	<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) exit, 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 carriageway. Together these measures would provide a significant enhancement to the capacity at the roundabout. This is illustrated by the operational model of Southfields roundabout, which indicates that it would operate within its practical capacity in the design year (2046) even during peak hours.</p> <p>The addition of traffic lights on the roundabout would not be feasible due to the close spacing of some the arms and the resulting lack of queuing space on the circulatory carriageway between those arms.</p>	Yes
1066	979	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Insufficient crossings planned along the whole route.	<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>	Yes

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1067	979	Do you have any other comments you would like to make about our proposals?	In the whole project, National Highways are proposing to remove 18 junctions/ accesses to the A358 and replace these with 1 new one at Ashill plus a network of roads linking local villages but not connecting to the new dualled A358. As a resident of Ashill, I am concerned about the blocking off of junctions that will split the largest section of the village further - ie. Rapps which is one of the seven hamlets of Ashill. Residents in Park Barn Lane and Rapps are already split from the village and the new scheme will alienate those communities even further. All traffic travelling to and from Ilminster, Ilton, Chard, the south coast or the A303 from Hatch Beauchamp, Curry Mallet, Bickenhall, Staple Fitzpaine, Windmill Hill and Wood Road will use the route through Ashill as the most convenient. This will increase traffic through the village and will be disastrous for residents. The whole point of the original village bypass was to take the traffic away from our village, and it would seem that this is no longer thought necessary - the effect on health, quality of life, and safety, despite claims in the consultation document that these considerations are of the utmost importance and require additional thought by planners. More of our beautiful countryside is to be destroyed at a time when we are being encouraged to spend time in the great outdoors to enjoy the peace and tranquility, and support our mental health.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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>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>Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.</p>	Yes
1068	983	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The Henlade journey on the A358 seem to be just as unpredictable as before the previous Junction 25 roundabout work had been implemented. So I conclude that this latest scheme will similarly achieve nothing. I avoid visiting Taunton as the journey in and out is so difficult to predict, its either incredibly slow or a reasonable speed and one has to waste time hanging about in town before appointments. I have no faith that any changes in this scheme will improve the situation.	National Highways acknowledges this comment.	Yes
1069	983	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I can't see any alternative to this given the plan to bypass Henlade.	<p>National Highways acknowledges this comment.</p> <p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p>	Yes

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1070	983	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	I do regularly travel on the A358 from the Southfields direction towards the Slough Green end of West Hatch towing a trailer, turning from the A358 by the Nag's Head and going up Ash Road. I think I can still do this journey via the Mattock's Tree junction from the proposed dual carriageway. Maybe the return journey will be easier under this scheme to turn towards Southfields from Ash Road via the new junction? I would rather not see so much prime agricultural land sacrificed just to have a different journey experience.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1071	983	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I am really not aware of these businesses and facilities but I presume they need good access from any dualled road in order to stay viable.	National Highways acknowledges this comment.	Yes
1072	983	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I have no direct experience of approaching Hatch Beauchamp from the Taunton side but some of the access roads are narrow and would not be suitable for increased traffic flows.	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.  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.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes

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1073	983	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	You certainly need to retain access across the dual carriageway at this point for all road users. Is there an implication here that walkers, cyclists, horse riders and disabled users are not able to use all the other proposed new bridges in this dualling scheme?	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>Along the scheme, four crossings would be either traffic-free or lightly trafficked so users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive:</p> <ul style="list-style-type: none"> <li>• Bickenhall Lane overbridge</li> <li>• High Bridge overbridge</li> <li>• Sunnyside underpass</li> <li>• Jordans overbridge.</li> </ul> <p>Facilities for walkers, cyclists and horse-riders at the road overbridges are considered individually. Stoke Road and Village Road realignment would retain the existing cross-section that they tie into, i.e. a carriageway with a grass verge on both sides. Pedestrians would walk in the carriageway as they do At present, and the grass verge would provide a temporary refuge if needed, although a hardened verge is proposed on the overbridge itself. Mattock's Tree Green junction would have dedicated tracks on both sides suitable for use by walkers, cyclists and horse-riders. Ashill junction would include footways on both sides of the carriageway.</p>	Yes
1074	983	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Connectivity needs to be maintained between Hatch Beauchamp, Bickenhall, Ashill, Ilton, Capland and Stewley. There need to be enough alternatives so local traffic does not have to drive miles out of the direct line between the villages and back again. Local traffic between the villages will have to travel short distances on the new road, slowing down the long distance traffic. Especially slowing it down if farm traffic has to do the short hops.	<p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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1075	983	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I don't agree that the A358 should be dualled at all, but given that it will be this proposal for the Ashill junction is better than previous proposals. The parallel link road to allow traffic from Ilton across to Broadway and Thickthorn and the underpass bridleway are essential. I am worried about the traffic volume on Rapps Road, which is narrow, and the volume will double given the diverted traffic from Cad Road. I live further down on the Cad Road where all traffic joins the Cad Road from both forks, Rapps Road and Cad Road. I own the field at Ilton Halt between these two forks. Access will be more difficult for me to this field as almost all traffic will be going past along the Rapps Road. Volume of traffic will effectively double on this road and it will doubtless be travelling faster as very little of it will be slowing for a left turn into the Cad Road fork. I farm further land at Thickthorn, Broadway and off the A303 towards Combe St Nicolas. To access this land I use the Cad Road now, I will have to use the Rapps Road hence travelling a mile further each way on each journey. I travel at least twice daily to check stock and more often during periods of bale and manure hauling, muck spreading, moving stock, making forage etc. These journeys are undertaken in either Landrover and trailer, or tractor and trailer, so I am travelling slowly. I would be adding to the volume of traffic on the Rapps Road and would then go down new A358 from the Ashill Junction to Southfields or across the Ashill junction to the new Broadway link road.	<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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p> <p>National Highways acknowledges that there is an increase in traffic forecast down Rapps Road as a result of the scheme, however it notes that the current capacity of Rapps Road exceeds the amount of traffic forecast to use Rapps Road as a result of the scheme. As part of the mitigation measures incorporated into the proposed A358 design, the junction radius of the Cad Road/Rapps Road junction will be widened to accommodate for large vehicles turning between Cad Road and Rapps Road.</p> <p>National Highways have continued to meet with this landowner and discuss the proposals. The impact and reprovision of field access has been discussed with this landowner through the ongoing engagement. A new field access has been provided onto Rapps Road following their feedback.</p>	Yes
1076	983	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	A new link road to Stewley would seem to personally suit me, and it seems that it would give more access for walking, cycling and riding than currently.	National Highways welcomes support for the scheme.	Yes



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1077	983	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	The provision of the new Broadway/Thickthorn link road means that my farm business that happens on land on both sides of the A358 can continue without too much of an impact. I will be travelling more miles to access my land via the Rapps Road rather than the Cad Road but it will still be possible to get between Sites. I cross between the Cad Road and Broadway street twice a day at least.	National Highways acknowledges this comment.	Yes
1078	983	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	It does seem that provision is being made for walkers, cyclists and horse riders.	National Highways welcomes support for the scheme.	Yes
1079	983	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I am concerned about farm traffic being able to continue with their seasonal movements if these coincide with some construction phases.	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 6.2, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes
1080	983	Do you have any other comments you would like to make about our proposals?	Please can I be included in any mailing lists about further planning? I feel I have missed out of being able to talk to staff at the consultation meetings as somehow I did not know these were being held. I live at Cad Green, Ilton, and farm on both sides of the A358 and so my business is affected by the dualling scheme. Please keep me in the loop.	National Highways have met with this landowner on a number of occasions following statutory consultation. Potential design changes have been discussed and these have been made where possible and appropriate.	Yes
1081	984	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There is already vast quantities of office space unfilled and the trend is that office space will be needed less due to an increase in people working from home	National Highways acknowledges this response. Amendments to the design of the Nexus 25 employment site do not fall within the remit of the A358 scheme.	Yes

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1082	984	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Connectivity is important for the local villages that will be divided by this road development, however the impact of connection bridges/fly overs should not be dismissed (visual impact, destroying habitats etc)	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).	Yes
1083	984	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	- We do not think this scheme should go ahead in its current design as there is no need to do the entire route. Henlade and the Southfields Roundabout create bottlenecks, so these two areas need something to be done... but why do the bit in between the two without seeing the impact addressing these bottlenecks has? Address the congestion issues at Henlade and Southfields Roundabout initially as a first stage then REVIEW, then consider the rest of the road if needed. For safety reasons along the route, make each junction left hand turn only. This will address the congestion and safety concerns... at a fraction of the price.	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.  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.  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.  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.	Yes
1084	984	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This proposed junction looks like it belongs in London rather than the South West countryside. Agree that Henlade should be bypassed, but local connectivity of the local communities is key to the quality of life of those that live in the area.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes

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1085	984	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I agree that they need to be able to have access, but not in the current format as this proposed junction is A monstrosity.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.  National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
1086	984	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Do not think it should be needed as the proposed junction is horrendous, however if this junction goes ahead as currently designed then the Village road connection road would be needed to provide local community Connectivity - this proposed junction is horrendous due to the land grab, resulting in huge environmental impacts, habitats devastation, destroying the picturesque countryside... the very thing that visitors are coming to see when they travel to the SW.	National Highways acknowledges this comment and welcomes support the scheme in regards to the village road connection.  The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1087	984	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Agree for a small bridge for farm traffic, horse riders, pedestrians and cyclists as this would allow for local communities to be less isolated by the scheme and enable them to enjoy the countryside that they love within - There are not any houses in this location, so the impact of a small bridge would be minimal	National Highways welcomes support for the scheme	Yes
1088	984	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Whilst the build is going on, how will this connectivity be maintained? Surely the villagers will be incredibly cut off for years whilst this development is being 'created'	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 6.2, 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes

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1089	984	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>Noise mitigation request</p> <p>There are houses located at this proposed site, of which ours is one. The visual impact will be huge, not to mention the increased noise and light pollution. We would need to rename our home 'Flyover or Connection Bridge View' if this were to go ahead - The proposed location is totally unsuitable due to the topography of the land. The current A358 is significantly higher than Village Road, so to then put a bridge over it will mean that it is ridiculously high, adding further to the impact it will have on the surrounding residents and area - The noise impact for ourselves will be huge, especially as the road is significantly higher than our houses. From the current plans the sound barriers do not cover the 7 houses at this junction and we have been told that this is because we are 'only 7 houses'. This is totally unacceptable due to being closest to the road and consequently having the greatest impact. Also, this does not make sense saying that National Highways wouldn't do sound barriers for 7 houses as within this process National Highways have been looking at doing specific things for those located at Capland, of which there are a similar number of houses. The current proposal for sound barriers ends just prior to our houses at the Village Road junction as they are to cover the village rather than the 7 houses closest to road at this junction apparently. These 7 houses are being most affected, much more so than those in the village. This is because of the new lanes coming our side of the road, the connection bridge being put in front of our houses and a potential link road at the back of the properties. National Highways stated that sound barriers need to protrude by a certain number of metres to cover a property and that there is only a benefit when houses are close enough to the road. Therefore you are only looking at continuing this on by a short distance from what is currently proposed and we will receive maximum benefit due to our proximity to the road - Our house will be within 100 metres from the new road and will therefore be impacted greatly regarding noise increase, especially if sound barriers are not used</p>	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Taking account of the additional mitigation measures, since the Preliminary Environmental Information (PEI) Report was produced, as set out in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2), there are 110 likely significant adverse effects and 360 likely significant beneficial effects that have been identified.</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. 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.</p>	Yes

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1090	984	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock’s Lane and provide localised flood improvements</p> <p>Reason: Option 2 or 3 would be fine. - Option 1 is absolutely crazy as the proposed route currently runs through three properties, of which ours is one. It also goes over a water course. The current location of the road makes no sense. Our home would be useless to us if we lost any land as we have horses and just enough land to cater for them. We would also need to run 8ft perimeter fencing around our land if—a road is next door to our grazing paddocks for safety. At a recent village meeting where individuals were asked to vote of this proposal, all of the residents from Capland were present and they did not want this link road.’ - Pros of the link road: potential increase in connectivity - Cons of the link road: disruption of multiple properties, ruining the visual outlook of the properties at Capland and Village Road, ground level at that point is very low, ancient Oak Trees between our home and Steve Taylor’s Farm that would be at risk - If this link road went ahead, we would quite literally have all outlooks of our home ruined... we would have a flyover at the front of our home, additional lanes of dual carriageway to the side and a new road at the back of our home. We are always outside, enjoying country life and our land. Having another road running either through the property of alongside it would totally ruin it and impact of quality of life greatly.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>The alignment of the Capland Link road has developed and kept as close to the A358 as possible to reduce the impact on the surrounding landscape, farmland and properties. Following feedback from supplementary consultation the scheme boundary has been further revised in this area to remove any impact on this land title.</p>	Yes

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1091	984	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	At this specific point there are not any properties on the West side of the existing road, so all new lanes should go to this side, reducing impact on the local homes. Bringing two lanes or potentially FOUR lanes to the East will have a massively detrimental effect to the cluster of homes located at this junction. I understand that logistically moving new lanes from West to East at different locations is difficult during the build stage, but the build stage is a very small section of time when compared with the lifetime of the road. It is therefore short sighted for this to be a factor in the decision. - We live within 100m of the existing A358, so if it is proposed to bring 4 new lanes to the East then our home will be totally ruined. We did not move to the countryside to basically live on the hard shoulder of a 'high quality dual carriageway'. There is no reason why the new lanes at the Village Road junction cannot go to the West rather than the East. In other locations, I understand that the new lanes need to be to the East (to protect woodland etc), so it is possible and feasible to accommodate this by swapping the side that the new lanes are built on. I appreciate that this is more disruptive in the build phase, but as mentioned above- this would be a very short sighted approach. - This proposal means having 6 LANES of road, the land grab and visual impact of this is huge. The noise impact is huge. It would ruin the homes of all that live in the cluster of houses at this location.	The Scheme Assessment Report (Document Reference 7.6) accompanying the Preferred Route Announcement made in June 2019 confirmed that widening of the A358 would be undertaken to the east due to residential areas in Ashill and Ancient Woodland near Hatch Beauchamp.	Yes
1092	984	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	In summary; please factor in the residential properties, the homes of 7 families, when making decisions regarding this location. The immediate vicinity surrounding the A358 is sparsely populated after Henlade to Southfields Roundabout. So surely the new road design can focus on minimising impact to those that are situated in close proximity to the road. For the cluster of houses at the Village Road junction including our own, this can be done by having the new lanes to the West of the existing A358 at the Village Road junction, moving the connection bridge at Village Road further North and not having a Capland Link Road.	The Scheme Assessment Report (Document Reference 7.6) accompanying the Preferred Route Announcement made in June 2019 confirmed that widening of the A358 would be undertaken to the east due to residential areas in Ashill and Ancient Woodland near Hatch Beauchamp.	Yes

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1093	984	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	this would destroy the beautiful countryside that We live in - Just make the junctions no right turn for safety	<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>NH acknowledges your suggestion to close existing right turns to improve safety. In practice this would require all access to be left-in left-out, would require some form of barrier to prevent the turns and ultimately significantly impact accessibility to adjacent communities and increase travel times due for the need to introduce roundabouts where motorists could turnaround.</p>	Yes
1094	984	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	the junction is not necessary and therefore the link roads are not needed	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.	Yes
1095	984	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Having accessibility across the A358 is fundamental as it is vital to be able to access the Herepath, which is one of the main reasons for living in this area - Maintaining the bridleway/footpath by Steve Taylor's Farm would be key as this is used regularly by many non-motorised road users - Provisions need to be made for accessibility for riders, walkers, cyclists and disabled users whilst the building works are going on as the build time is long, restricting access for this whole time will affect quality of life significantly. - On page 26 of the consultation booklet, there is no detail about the proposed routes, so it is very difficult to say whether I agree with them or not	<p>The Neroche Herepath would continue to be accessible via Bickenhall Lane. Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walkers, cyclists and horse-riders.</p> <p>Bridleway T 14/8 would be diverted to connect with Bickenhall Lane and users would be able to access the herepath using the bridleway and the lane. Access to the herepath where it is near to the scheme should be easier and more pleasant due to new paths and less road traffic. The herepath would also benefit from hedgerow improvements.</p> <p>Bridleway T 14/25, which is near to Capland Orchard, would be stopped up and the scheme includes Capland link as an alternative route. The link would be adopted highway, lightly trafficked and accommodate all users including WCH and carriage drivers. From Capland Lane, a new bridleway would cross the scheme at High Bridge underpass, providing a traffic-free crossing between Capland and the existing A358, which would be downgraded to serve as a local road.</p>	Yes

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1096	984	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The main concern as a walker, cyclist and horse rider in the local area is the sheer increase in traffic through Hatch Beauchamp village. The safety impact of this increase is concerning. It is already too fast and busy on Village Road and to then increase the volume of traffic as a result of this proposed development would be detrimental to the safety of other road users in the villages. -	National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25 and Nexus 25 junction. 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).  National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
1097	984	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	the initial phase should bypass Henlade and make improvements to the Southfields Roundabout - then a review stage should happen, to see what impact bypassing Henlade and the Southfields Roundabout improvements have made BEFORE thinking about doing anything further... using an evidence based, phased approach to progress in stage to avoid doing unnecessary works	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.  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.  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.  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.	Yes
1098	984	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Unfortunately due to the length of the consultation, I have not been able to review the PEI report. More notice and time was needed for this consultation as the amount of literature to read has been unmanageable when working full time and having a family. We also went to the consultation events to ask questions and get answers, unfortunately we were repeatedly directed back to reports, booklets or online for our answers which completely defeated the object of going to the events. The National Highways Representatives at the consultation events were completely underprepared, lacked knowledge and transparency.	The consultation period for this project lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We advertised the dates for the consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. We believe that this has provided adequate time for people to get ready for the consultation and to provide their responses, this includes aligning any governance processes needed to accommodate it.  We provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible. Hard copies of materials were available at 11 locations in the vicinity of the scheme.  Additionally, contact details, including a freephone telephone number and email address were widely published should anyone need help finding specific documentation, place an order for a hard copy of materials, or to arrange a telephone surgery with the project team.	Yes



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1099	984	Do you have any other comments you would like to make about our proposals?	All the local residents and people that use the road regularly know that there is no need the dual the road. There are issues with congestion yes, but these are easily solved without constructing an unnecessary dual carriageway along the entire A358. There is a need to bypass Henlade and improve Southfields roundabout. If this was done then the rest of the route could be left as is and journey times would be the same as if there was a dual carriageway, saving hundreds of millions of pounds and reducing disruption for the local communities and environment. I use the road every day for work, the problems are at either end 90% of the road flows perfectly as it is. The impact on the local community and wildlife is going to be immense and irreversible. The proposed route makes journeying to other villages and further afield convoluted and complicated for the residents in a close vicinity of the road. There are not enough provisions made for the increased noise and light pollution for the residents. If the scheme goes ahead we would expect more effective solutions. The cost implications of this road construction is overwhelming. Other countries in the British Isles have put such infrastructure projects on hold for a reason. Tax payers money would be much better used providing housing and social care for those in greatest need not looking at saving a few minutes on journey times along a 10 mile stretch of road.	<p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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>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>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p>	Yes
1100	991	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Most of the delays from the A358 westbound are caused by this junction and the volume of traffic going into the M5 and through to Taunton. It seems that this has already been improved by the new junction.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
1101	991	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I think this junction should be removed or improved but a bridge would not allow local traffic to easily join the A358.	The Stoke Road overbridge would maintain the walking, cycling and horse-riding link between Henlade and Lower Henlade. A connection with the A358 at this location is not appropriate due to the proximity to the Nexus 25 signalised junction and Mattock's Tree Green junction.	Yes
1102	991	Do you have any other comments about our plans for Section 1: M5 junction 25 to	Most of the traffic benefit would come from improvements to junction 25.	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated</p>	Yes

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		Mattock's Tree Green junction?		traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4.	
1103	991	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	This junction seems to be massively over engineered and will cause a massive scar on the landscape. The noise, air pollution and disruption during construction, after construction there will be massive environmental impact and increases in noise and air pollution will be detrimental to our rural communities.	<p>Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Environmental Statement Chapter 5 Air Quality contains an assessment of the impacts of the scheme. The air quality assessment considered both the construction and the operational phase and concluded the proposed scheme's impact on air quality concentrations in relation to human health effects is not significant.</p>	Yes
1104	991	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I agree that there needs to be access to Hewish woods and the progressive school otherwise this would be completely isolated from the local community. However a simpler on off junction joining both village road and Hewish Woods would have much less impact on the environment.	National Highways welcomes support for the scheme, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts.	Yes
1105	991	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I agree that there needs to be access to village road otherwise this would be completely isolated from the local community. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient. • The proposal creates needless environmental damage to a greenfield site and is not required. It would encourage a rat-run through Hatch Beauchamp.	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.	Yes

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1106	991	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The proposed flyover will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The bottlenecks will increase where the road becomes 30mph and then gives way to Village Road.</li> <li>The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.</li> <li>The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders and disabled users and local agricultural vehicles, but not public vehicles.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1107	991	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	I strongly disagree with the proposals	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.	Yes

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1108	991	Do you have any other comments you would like to make about our proposals?	<p>I strongly reject that the road development is needed at all, this scheme will waste a huge amount of public money with very little benefit, the estimated bill is up to £1/2 billion just to save a few minutes journey time at peak times in the summer. Somerset is woefully underfunded when it comes to public transport, spending this sum to improve public transport would have a much greater cost and environmental benefit. I feel particularly strongly that the development between Mattocks Tree Hill and Southfields. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. • If the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural businesses. • This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) exit, 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>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 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, 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>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>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only</p>	Yes

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			<p>making the project viable according to the National Highways figures. Hatch Beauchamp in particular gets all the environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people &amp; severance of local communities. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. There will also be significant environmental impact: it was revealed at CO-26 that construction &amp; the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 also changed materially the Future of Work - recent studies indicate office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken these into account. 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. • The proposal-for a public access bridge at Bickenhall Lane is wholly unacceptable. It will create a 'rat-run' straight into the centre of the village down a very narrow lane. If there must be a bridge at Bickenhall Lane, it must be limited to walkers / cyclists / horse riders etc and agricultural vehicles only - not lorries or public vehicles. This would be far less expensive than that currently proposed and the traffic on Village Road would not increase. If that isn't possible, then the original proposal to close Bickenhall Lane should be revived to protect Hatch Beauchamp.</p>	<p>(WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
1109	1007	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>We have undergone months of disruption to J25 and Nexus which has only just finished. If you needed to upgrade it, why wasn't it done at the same time? Why waste taxpayers' money doing it twice?</p>	<p>Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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1110	1007	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I understand the logic of the proposal but the plan from 2 years ago was to build the bridge along the current alignment of Stoke Road, in which case this must be possible. Why should my land be PERMANENTLY taken from me for the TEMPORARY convenience of road users and construction? At my meeting with representatives from the scheme it was stated that the previous plan would require the road to be closed for 18 months, but I believe this timescale could be greatly reduced. The red line as currently drawn includes my wildlife area which is bounded by native trees on two sides and encloses at least 3 oaks and a large pear tree. It includes my farmyard, my farm buildings and my access to these buildings. It includes productive fruit trees, mature trees including a large bay and a large maple. It includes the old stone walls that form the boundary of this Grade II* listed property. I cannot believe all this is necessary, even if the bridge is sited where you want to place it. In particular, there is already space either side of the road near the junction with Greenway Lane for this section of road which would be raised only minimally from its current level. I need vehicular access from Stoke Road both to the farm buildings, one of which serves as my garage/storage/workshop, and to the others which are variously used for storage and winter housing for ponies. Access is also needed from Stoke Road for oil delivery trucks. The red line as currently drawn would also result in a significant loss of privacy to my property. I have provided National Highways project team with 3 plans relating to the walls, trees and access affected, which I am unable to attach to this online response.	National Highways have met with the landowner to discuss this matter. The road alignment here is dictated by the clearance of Stoke Road over the new A358 carriageway. Furthermore a widened verge is required for safety reasons to allow for adequate stopping sight distance and junction visibility for the new alignment. Access to the property and yard will be maintained throughout construction.	Yes
1111	1007	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	It looks ridiculously complicated.	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.	Yes

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1112	1007	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The residents and businesses along and around this section will no doubt have their opinions about the difficulties this road and its lack of junctions will cause, and I defer to them.	National Highways acknowledges this comment.	Yes
1113	1007	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The residents and businesses along and around this section will no doubt have their opinions about the difficulties this road and its lack of junctions will cause, and I defer to them. I know someone who lives along this stretch of the A358 who says her daily journey will increase by 12 miles.	National Highways acknowledges this comment.	Yes
1114	1007	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	As Parish Path Liaison Officer for Ruishton Parish I am not happy to see some of the footpaths cut off and diverted. However, it is possible the new proposals may be acceptable replacements in the circumstances. It is difficult to form an opinion until it is done.	Public rights of way would be retained as much as possible but some diversions and stopping up would be inevitable. Only one footpath in Ashill parish would be fully stopped-up, which is CH 1/21 (Thickthorn Lane). An alternative route would be available via Ashill junction. A longer alternative would be via Jordans overbridge, which would be a traffic-free restricted byway and safer and more inclusive than the existing at grade crossings. Proposals 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).	Yes
1115	1007	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Noise mitigation This is the major concern of everyone around here, both during construction and when the road is built. You have promised a quiet surface and we all hope the most effective sound barriers will be used in this area and all areas where the road is near residential properties. You forecast noise reduction for those living on the current A358. Whilst I do not begrudge them a better quality of life, they bought their properties on a main road, and their noise reduction comes at the expense of greatly increased noise for Lower Henlade and Stoke Road, whose residents bought their properties on relatively quiet roads. As you say yourselves, the number of properties adversely affected greatly outweighs the number of properties beneficially affected.	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. 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. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	Yes

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1116	1007	Do you have any other comments you would like to make about our proposals?	Principle of development This is a hugely expensive project that is damaging and unnecessary, especially now that the A303 at Stonehenge has been halted. If this is meant to be part of a strategic corridor, there is little point in speeding up this part of the route when the A303 is such a bottleneck. It is a total waste of taxpayers' money. Improving rail, rather than road, connectivity would be a better idea. The new road will make no difference if there is an accident on the M5 in either direction – traffic on all roads will still come to a standstill. Below are some comments about the strategic aims stated in the webinar of 20 October 2021: Aim: To support economic growth, facilitating growth in jobs and housing. Comment: A massive growth in housing has already taken place in and around Taunton without any help from this dual carriageway. Aim: To protect the environment. Comment: How can gouging a 4-lane 70 mph road through a rural landscape improve the environment? Aim: To reduce the impact of the road and look for ways to improve local people's quality of life. Comment: How can making local people add many miles to their journeys, taking their land and creating noise and exhaust pollution improve people's quality of life? Aim: Keeping people connected. Comment: Not local people.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.  The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.  The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.  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.	Yes
1117	1021	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	A simpler single lane or dual carriageway that connects via a roundabout directly south of Henlade village would enable the existing stretch of the A358 north of Mattock's Tree Hill to be incorporated into the design. The proposed plan will cause unnecessary environmental impact and damage.	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.  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.	Yes



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1118	1026		<p>Dear Sirs, A358 Taunton to Southfields Dualling Scheme Preliminary Design Consultation October 2021 Consultation Response &amp; Request for Registration as an Interested Party Background We have been instructed by Ropemaker Properties Limited, the freeholder of the Taunton Retail Park (the "Retail Park") that is located near junction 25 of the M5, between the A358 and the M5. Our client's freehold title is registered at the Land Registry under title number ST105519 (please see the attached title plan for illustration purposes only). We understand that Highways England is proposing to submit an application for a Development Consent Order ("DCO") under the Planning Act 2008 (the "Application") for the A358 Taunton to Southfields Dualling Scheme (the "Proposed Scheme"). The Proposed Scheme would involve the permanent or temporary acquisition of parts of the Retail Park and rights over the Retail Park to create a separate left hand turn lane from the A358 onto the M5 (north bound). Our Client's Land Interest In National Highways' letter, enclosing the Land Questionnaire, dated 6 October 2021 parts of the Retail Park are identified as Land Parcels ST50084 and ST320949 in respect of the Proposed Scheme. On the basis of the limited information and detail provided in the General Arrangement Drawing (reference HE551508-ARP-HGN-ZZ-DR-ZH-000001 Rev P01), that forms part of National Highways' design consultation documents, it appears that the following parts of the Retail Park will be either permanently or temporarily affected by the Proposed Scheme: (a) land along the eastern boundary of the Retail Park; (b) land along the southern eastern boundary of the Retail Park; and (c) land along the western/south western boundary of the Retail Park. As noted above, the extent to which these impacts are temporary or permanent is not clear from the General Arrangement Drawing, nor is it clear whether National Highways will seek to acquire temporary access rights over the Retail Park in order to construct the Proposed Scheme. It is of paramount importance to our client that it is provided with further and better information on the Proposed Scheme as soon as possible. Our Client's Objection On the basis of the information provided to date, it seems clear that the Proposed Scheme will have a significant impact on our client's freehold interest and those of at least some of its tenants at the Retail Park, and consequently our client has a number of concerns regarding the Proposed Scheme: (a) the extent of the land that will be permanently acquired; (b) loss of part of a service yard area to the eastern side of the Retail Park; (c) whether Highways England will require temporary access rights over the Retail Park; (d) the potential disruption to tenants, customers and</p>	<p>National Highways have met with this impacted landowner to discuss the proposals. Further details have been provided in these meetings and refinements to the design have been incorporated where possible.</p>	<p>Yes</p>

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			<p>deliveries whilst the Proposed Scheme is being constructed; (e) the loss of visual and noise screening from the M5 and A358, and increased noise whilst the Proposed Scheme is under construction and after the Proposed Scheme is completed; (f) provision of screening to mitigate noise and visual impacts both during construction, and on completion of the Proposed Scheme; (g) reinstatement of any areas of the Retail Park that are accessed and used temporarily during construction of the Proposed Scheme; and (h) the impact of the Proposed Scheme on our client's ability to let some or all of the units at the Retail Park and any subsequent impact in the value of its freehold interest. In the absence of detailed information regarding the impacts on the Retail Park, and for the reasons outlined above, our client objects to the Proposed Scheme. Please note that our client is intending to register as an Interested Party to the Application (when the Application is accepted by the Planning Inspectorate), and reserves its right to make representations to the Examining Authority. Next Steps Our client must be provided with further details about the Proposed Scheme to properly consider the potential impacts on the Retail Park, and would like the opportunity to discuss any concerns with National Highways as soon as possible to ensure that any powers, or rights, sought in the Application will not cause undue interference and adverse impacts to the Retail Park. Our client would prefer to reach an agreed position with National Highways to mitigate any adverse impacts on the Retail Park but will of course object vigorously and robustly to any proposals which threaten its commercial interests. We look forward to receiving more information on the Proposed Scheme as soon as reasonably possible. Please send any correspondence or information on this matter to Nick Walker at this firm. Yours faithfully Watson Farley &amp; Williams LLP</p>		

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1119	1037	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	. As stated above, our client only recently became aware of the consultation. Accordingly, our client's formal objection to the Proposed Scheme is currently put forward on the basis that it does not have sufficient information to determine whether the Proposed Scheme will have adverse impacts on its land interest. Furthermore, we note that there is extensive consultation material in the public domain. Given the circumstances it would be helpful if you could confirm where impacts and mitigation measures that might be of interest to our client are dealt with in the consultation documentation. It is understood that discussions between the promoter and our client have, to date, been very limited. In particular, our client has been provided with no detail in terms of the potential impact of the Scheme on its land holding/assets.	National Highways have met with this impacted landowner to discuss the proposals, including specific details around the impact on utilities, the scheme boundary and land take requirements. Further details have been provided in these meetings and refinements to the design have been incorporated where possible.	Yes
1120	1037		We therefore reserve the right to make further representations in the event Document Number: 13796344 902796.00000 that it becomes apparent that the Scheme will have an adverse impact on our client's interests. In addition, whilst we note that National Highways have identified that the Proposed Scheme may have an impact on the specific properties noted above, the right is reserved to object to the Proposed Scheme in respect of SW's other interests in the vicinity of the properties listed above. It is critical that our client understands the potential impact of the Proposed Scheme before the application for the DCO is submitted to the Planning Inspectorate. Our client would therefore welcome a discussion with you as soon as possible so that it can engage meaningfully in the pre-application process. We have responded separately to Gateley Hamer in respect of the Land Interest Questionnaire. We would be grateful if you could acknowledge receipt of this objection.	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.  National Highways have met with this impacted landowner to discuss the proposals. The specific details around the impact on utilities and the scheme boundary and land take requirement which will impact on this landowner. Further details have been provided in these meetings and refinements to the design have been incorporated where possible.	Yes

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1121	1038		<p>To whom it may concern</p> <p>Please note our comments below: We run a business based that requires lorries of over 60 foot to access and exit our site. We currently use the Cad road junction on to and off the A358. The proposal removes this junction and would require us to access the A358 at the Ashill junction instead. However, from our site to get to this junction we would need to turn from Cad road to Rapps Lane and we are concerned our lorries would struggle with this junction. We are Shepherd Hut manufactures and we regularly transport 2 18ft long huts on one lorry and we also have many 40ft artic lorry deliveries. This would also make it a considerably longer route for many deliveries and employees to access and exit our site. We also have employees that cross the A358 onto Cad road by bike and it is unclear if this will still be possible. We would also like to note that we are directly affected by this proposal but have received no formal communication from highways and have only been informed that this should of happened by our landlord in passing. Please can you ensure we are added to the list of affected parties for future correspondence.</p>	<p>As part of the mitigation measures incorporated into the proposed A358 design, the junction radius of the Cad Road/Rapps Road junction will be widened to accommodate for large vehicles turning between Cad Road and Rapps Road.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Cyclists wishing to cross the proposed A358 may wish to do so at Ashill junction, which has a direct link to Rapps Road, or the proposed Jordans overbridge for walking, cycling and horse-riding users that links between Cad Road and Broadway Street.</p>	Yes
1122	1042		<p>Whilst my client's site does not appear to be directly affected by the proposals, my client is concerned to ensure that proper consideration is given to any effect on traffic flows in the vicinity of this trade related property. My client's property occupies a strategic location at the junction of two major transient roads, the relative absence of roadside facilities on these routes means that the provision of such facilities is important in meeting the needs of motorists travelling longer distances, as well as local motorists. In the circumstances, I would be grateful if you would accept this letter as registering my client's interest in the scheme and ensure that we are kept notified as the scheme progresses and the details become clearer. In the meantime, my client's position is fully reserved. Once the detail of the scheme is finalised I would be grateful for a site meeting to discuss how best to ensure that traffic remains aware that the services are open and accessible during the works. I would be grateful if you would kindly acknowledge receipt of this representation.</p>	<p>National Highways acknowledges your interest in the scheme and welcomes further communication.</p> <p>The proposal for Southfields roundabout include a number of improvements, including a segregated left turn lane from the A358 (North) approach, a two lane exit to the A303 (East) exit, 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>	Yes

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1123	1044		<p>Our clients are the developer of the Nexus25 Strategic Employment Site, located immediately to the east of Junction 25 of the M5. As demonstrated in the Land Ownership Questionnaire attached, they own or have an option on the land necessary to bring forward the Nexus25 development and are in the process of preparing plans to deliver the employment site. The client is, in principle, supportive of the emerging proposals for the A358 dualling. However, the developer does have concerns regarding the consultation documents and the absence of some supporting material. Responses to the relevant questions posed by the consultation are set out in the attached Public Consultation Feedback Questionnaire, raising concerns relating to the proposals for the A358, as they impact our clients interests.</p>	<p>Consultation Report Chapters 4 and 7 (Document Reference 5.1) sets out the documents that were made available and where during the consultation. 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. 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>	Yes
1124	1058		<p>Farm access Reference the A358 project: Regarding the lack of access from Meare Green Lane to West Hatch and the detrimental effect this will have on our farming business: If the new A358 project goes ahead, this will severely impact and disrupt our farming business, as our farm is located on both sides of the A358 in the parish of West Hatch. We currently use the route from Meare Green Lane to West Hatch daily, using agricultural vehicles for our cattle and arable farming business. I suggest that an underpass or a bridge could be created to maintain access to our farm on both sides of the road and continue our farming activities, which will be essential for us, We would be forced to either use Griffin Lane as an alternative, which is completely unsuitable for farm traffic or have a lengthy detour. If the road goes ahead, also, a short connecting road from the proposed new road to Nightingale Farm Units, then on to West Hatch Lane would help in this respect. I strongly disagree with the proposed A358 project. There will be a huge environmental impact, creating more pollution, disruption, destruction and loss of natural wildlife habitats. To lessen the effects of environmental impact, the Henlade and Southfields improvements should be completed in the first instance, before any further works are considered. This would provide the greatest benefit to all at the outset.</p>	<p>National Highways changed the scheme design in this location at supplementary consultation and an extension to West Hatch Lane is proposed which connects it Mattock's Tree Green junction via Huish Woods Lane and the Scout Camp link. This will enable access for this landowner via Mattocks Tree Green Junction avoiding the need to use Griffin Lane.</p>	Yes

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1125	1070		<p>Consultation Response in relating to a specific proposal at Hatch Green Lane, Hatch Beauchamp on map: Drawing number HE551508 – ZZ Plot ST212784 A proposed access track to an attenuation basin is shown via a newly constructed track that is shown on the plans as traversing a residential front garden and passing within 3 metres of the wall and windows of a large residential house, (Rossland, Hatch Green ST212784) which will create a significant and substantial blight on what is currently a secluded property. This is despite an existing and well-used wide bridleway track which will be retained under the proposals running alongside the proposed residential garden route, and the bridleway already has existing access from it into the field where the attenuation basin is to be sited. Open farmland also runs parallel to both the proposed residential route and the existing bridleway. The access to the basin could be routed along the edge of the field across open farmland along the other side of the bridleway rather than through the garden of the property. The route could then cross the bridleway where it would turn to enter the field through the existing gateway into the field where the attenuation basin is proposed. This route would also not have any ecological impact. Both alternative routes would have significantly less impact and inflict less blight, appear to be more straightforward and would cost substantially less money in compensation than for the significant blight cost for the residential house. There appears to be no logic in the current proposals for the route of the track which appears perverse, more difficult, more expensive, and causes greater ecological impact when simple parallel alternatives exist.</p>	<p>National Highways have met with this impacted landowner to discuss the proposals. Following Statutory consultation the access track alignment has changed and the impact on this landowner has been removed.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1126	1074		<p>Consultation Response in relating to a specific proposal at Hatch Green Lane, Hatch Beauchamp on map: Drawing number HE551508 – ZZ Plot ST212784 I wish to raise my concerns relating to a specific issue at Hatch Green, Hatch Beauchamp. The drawing number HE551508-ZZ shows a proposed access track to an attenuation basin which cuts across the front garden and passes within 3 metres of the wall and windows of a residential house, (Rossland, Hatch Green). This property is currently secluded and a new track so close to the property which will create a significant and substantial blight. There is an existing well used bridleway track which is maintained by Somerset County Council that is adjacent to the proposed garden route and there is access from the bridleway to the field where the attenuation basin is planned. The least disruptive solution would be to use this track. There is also open farmland which runs parallel to both the proposed residential route and the bridleway. The access could be routed along the edge of the field along the other side of the bridleway rather than through the garden of the property. The route could then cross the bridleway where it would turn to enter the field where the attenuation basin is proposed. Both these routes should be considered as they would create significantly less disruption and blight, be more straightforward and would be cheaper as the blight costs would be reduced. It appears that there has been no consideration given to the effect that the proposal would have on the property and surely National Highways should be looking to minimise the Amount of residential land grab required for the project, particularly when viable alternatives exist.</p>	<p>National Highways have met with this impacted landowner to discuss the proposals. Following Statutory consultation the access track alignment has changed and the impact on this landowner has been removed.</p>	Yes
1127	1128		<p>Farm Access The Scheme at present will cause a massive blight on the property and make it financially non profitable to farm if the access is not altered. One suggestion we make which would help us considerably is, if possible, to make a farm access from the units at Nightingale Units. The map we have amended, now includes the strip of land adjacent to West Hatch Lane on the hill which contains an old tin shed which I built in 1978. Plot No. U00025. If Greenwale is closed where it joins the A358 at present, we will need access into the property for articulated lorries from the Westerly direction. The rain water from the new and existing road will need to be directed to the proposed pond area in a South to North direction running adjacent to the proposed road, whcih should not present much of a problem for you</p>	<p>National Highways have met with this impacted landowner to discuss the proposals. Provision for an access has been provided. Following Statutory consultation West Hatch Lane extension has been included in the design which will provide better access for the landowner onto the new road. Evidence of access to the business with articulated lorries has been provided to the landowner as well as detailed drawings of the drainage design to alleviate their concerns.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1128	1130	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Henlade is awful! Got worse over many years due to holiday traffic and huge lorries. A total bottleneck.	National Highways acknowledges the comment.  The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.	Yes
1129	1130	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Henlade cross roads is a nightmare. So many people going north, south, east and west. If the new road went ahead, those accessing villages could use the old 358	The traffic flow on the existing A358 through Henlade is forecast to decrease as a result of the proposed A358 scheme by over 90% in the design year (2046). This means that the operation of junctions along the existing A358 will improve significantly, with minor roads that lead onto the existing A358 having less conflicting traffic along the existing A358 to compete with.	Yes
1130	1130	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	The Mattock Green interchange is fine. Although it works well as a traffic lighted junction just now. I don't know how the new "upgraded dual carriageway" will affect Stoke St Mary. It has to be an issue.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.  The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.  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.  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).  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	Yes
1131	1130	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Leave the 358 alone! The junction at Mattocks Green works. Just bottlenecks at Hennaed and Southfields.	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.  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.  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.  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	Yes



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				connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
1132	1130	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Leave our village roads open! Our address is West Hatch but live in Oldway Lane, Hatch Beauchamp. How do I get to my Parish Church? Without using unnecessary amounts of petrol. I have been fooled by Griffin Lane... never again!	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
1133	1130	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Why do you keep talking about Griffin Lane? it's a dirt track! Leave the 358 Alone!	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.	Yes
1134	1130	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Nonsense! Leave the 358 alone!	National Highways acknowledges this comment.	Yes
1135	1130	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The 358 works. Duel. it. let us be able to visit our Parishes.	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.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1136	1130	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Waste of our taxes	<p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>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 and Appraisal Report (Document Reference 7.4).</p>	Yes
1137	1130	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	The 358 Work! Why can't we have a Duel Carriage way? So we can keep our [text unreadable] Together?	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.	Yes
1138	1130	Do you have any other comments you would like to make about our proposals?	Henlade and Southfields – Bottlenecks. The 358 is fine. Leave it alone	<p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <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>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1139	1139	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Should not encroach on land belongy to musgrave Farm.	National Highways have met with the landowner to discuss this matter. The road alignment here is dictated by the clearance of Stoke Road over the new A358 carriageway. Refinements to the design have been incorporated where possible.	Yes
1140	1139	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We are not happy with the designation of species rich grassland For conservation on [text unreadable] large area of our land. This land is, as you know, under an option for housing development [text unreadable] with PIL ID 951 and is part of the development plan around the nexus hub. Our landholding has already been unfairly designated for this land take and, with the road, would. equate to over 50% of our holding. The remaining portion would be so small as to be un economic to farm any more.	National Highways have met with the landowner to discuss this matter. Following feedback from statutory consultation some of the proposed mitigation planting has been moved and changed to enable more viable fields.	Yes
1141	1139	Do you have any other comments you would like to make about our proposals?	We are upset that the land has been designated as species rich conservation grassland without prior consent or discussion We strongly disagree with this designation as the land is under option for development and reduces the remainig agricultural land area on our holdy to be less than economic The land take proposed on Musgrave Farm including the road would be more than 50% and this is unacceptable to us as landowners	National Highways have met with the landowner to discuss this matter. Following feedback from statutory consultation some of the proposed mitigation planting has been moved and changed to enable more viable fields.	Yes
1142	1140	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This will create a rat run through Hatch Beauchamp to the detriment of residents there with concequent road safety issues	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1143	1140	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	The proposals defeat the original purpose of the A358 as a by-pass for Hatch Beauchamp the result will be that more traffic passes through HB with associated environmental and road safety consequences.	<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</p>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>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>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p>	
1144	1140	Do you have any other comments you would like to make about our proposals?	We strongly disagree with [text unreadable] proposals to develop the A358. Our particular concerns are noted above under section 3 as we are residents of Hatch Beauchamp. However, as we see it, the whole proposal is ill-conceived and surely should not go ahead in light of what agencies such as National Highways should be doing to reverse the adverse effects of road pollution as recently discussed at COP26 see over ** We only recently moved to Hatch B and are a young family attracted by the quiet rural location. The proposal will have a huge impact on the background to our decision to move here such that the environment for young children to grow up in a quiet village location will be lost.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1145	1142	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	BETTR TRAFFIC FLOW	National Highways welcomes support for the scheme	Yes
1146	1142	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	EASY ACCESS INTO VILLAGE ROAD.	National Highways welcomes support for the scheme	Yes

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1147	1142	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	DO NOT SEE THE NEED FOR THIS BRIDGE & A SECOND BRIDGE AT CAPLAND OVER THE A358. ARE THERE ANY IMPROVEMENTS WITH THE RIVER BRIDGES AT HATCH GREEN TO PREVENT FLOODING OF VILLAGE ROAD + HATCH GREEN GARAGE WITH ALL THE EXTRA SERVICE WATER BEING CREATED?	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p>	Yes
1148	1142	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	WITH THE ADDED GROUND WATER + SURFACE WATER, HAVE THE TWO SMALL BRIDGES AT HATCH GREEN BEEN CONSIDERED? THE BRIDGES ARE NOT BIG ENOUGH TO COPE WITH THE EXTRA WATER THAT WILL BE PUT INTO THIS RIVER SYSTEM.	As set out in Environmental Statement 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.	Yes
1149	1145	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	There is an existing dual carriageway on the A358. It is Henlade that needs a bypass.	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 proposals for the new A358 include the bypass of Henlade.	Yes
1150	1145	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Henlade & Lower Henlade must be linked as Greenway Lane is to be closed.	Henlade and Lower Henlade will remain connected via Stoke Road, with the proposed design including an overbridge (Stoke Road overbridge) over the new A358 along Stoke Road.	Yes
1151	1145	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	The proposed road will just speed traffic from one congested road to another. 303 to M5.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1152	1145	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	As the landowner in this area the disruption and loss of acreage on our fourth generation family farm will have a severe impact on the business and its future. The noise and disruption of digging through the hill will adversely affect the peace & quiet of the visitors to the campsite.	National Highways have continued to meet with this landowner and discuss the proposals and how to mitigate the impact on the campsite and other business interests of this landowner. Refinements to the land take design and environmental mitigation have been taken onboard where possible to minimise the impact on the farm.  The effects of the scheme in relation to noise during construction (and operation) have been assessed. National Highways has produced an Environmental Management Plan (Document Reference 6.4 Appendix 2.1), which explains how the impact of construction activities will be managed.	Yes
1153	1145	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	A further loss of productive land and access to fields. A bridge or underpass from village road would provide access to scout camp.	National Highways acknowledge your proposed alternative solution. During development of the scheme, all options for maintaining connections across the scheme have been assessed. The provision of a link and overbridge at this location was deemed unfeasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide a link to the Scout Camp and local business from the proposed Mattock's Tree Green junction.  The 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. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1154	1145	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Bridle path will mean further loss of land.	Throughout the development of our preliminary design, one of our aims is to enhance access for walkers, cyclists and horse-riders including disabled users who use the route. The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1155	1145	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Excess noise & pollution by having machinery digging through hill at Mattocks Tree.	The Environmental Management Plan and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1), 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 highways authority, Somerset Council, to identify and manage any potential mitigation measures required.	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1156	1145	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	On land that has always been cared for, there will be great disruption to wildlife corridors. We have roe deer, foxes, badgers, bats & barn owls.	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.  Additional measures have 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 passage beneath the scheme even in times of flood. Badger tunnels would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate.	Yes
1157	1145	Do you have any other comments you would like to make about our proposals?	Difficulty in getting hold of a questionnaire.	We provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible. Hard copies of materials were available at 11 locations in the vicinity of the scheme.  Additionally, contact details, including a freephone telephone number and email address were widely published should anyone need help finding specific documentation, place an order for a hard copy of materials, or to arrange a telephone surgery with the project team.	Yes
1158	1148	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	FEEL THERE WILL STILL BE CONGESTION AT M5 JUNCTION AND AT SOUTHFIELDS DESPITE IMPROVEMENTS.	Somerset County Council (as were) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).  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.  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.	Yes
1159	1148	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	ESSENTIAL TO CONNECT LOWER HENLADE AND STOKE ROAD WITH OLD A358.	National Highways acknowledges this comment.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1160	1148	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	LOSS OF GOOD AGRICULTURAL LAND BY DIVERTING ACROSS COUNTRY. COULD NOT MORE USE HAVE BEEN MADE OF PRESENT A358 DUAL CARIAGEWAY. BECAUSE OF THE COMPLEXITY OF THE ROAD, WITH SO FEW ACCESS POINTS, I FEEL MANY LOCALS WILL STILL USE THE OLD A358 THROUGH HENLADE.	<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>Given that the proposed Henlade bypass section of the scheme provides faster journey times, safer journeys, a higher capacity and more journey time reliability than the existing A358 through Henlade, it is not anticipated that any through traffic would choose to use the existing A358 through Henlade with the proposed A358 scheme in place. The traffic flows through the old A358 are forecast to reduce by over 90% in the design year (2046), and the traffic using this stretch of road is expected to be local traffic and traffic wishing to use Taunton Gateway Park and Ride.</p>	Yes
1161	1148	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	IMPACT ON LANDSCAPE & LOSS OF SO MUCH LAND.	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.	Yes
1162	1148	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	ESSENTIAL FOR RESIDENTS OF HATCH BEAUCHAMP AND SURROUNDING VILLAGES TO ACCESS. NEW ROAD. FEEL THERE SHOULD BE MORE ACCESS POINTS FOR LOCALS ALONG THE ROUTE. AS IT IS THERE IS GOING TO BE A LARGE INCREASE IN TRAFFIC USING LOCAL ROADS AND VILAGES WHICH HAVE BEEN BY PASSED	<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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	Yes



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1163	1148	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	AGAIN ESSENTIAL TO AVOID OVER USE OF LOCAL AND UNSUITABLE ROADS. BUT IT MEANS MORE TRAFFIC THROUGH HATCH BEAUCHAMP.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1164	1148	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	WITHOUT THIS ALL TRAFFIC WOULD TRAVEL BACK THROUGH HATCH BEAUCHAMP TO REACH AN ACCESS POINT. BUT IT DOES MEAN MORE TRAFFIC IS BEING SENT BACK THROUGH ASHILL VILLAGE. BOTH HATCH AND ASHILL HAVE BEEN BYPASSED AND NOW A LOT MORE TRAFFIC WILL BE USING THESE VILLAGES.	Despite the increase in traffic through Ashill that is forecast as a result of the scheme, the traffic volumes on the road will remain low at around 150 vehicles per hour during the busiest peak hours of a typical day in 2046, which is the equivalent of 2 to 3 vehicles per minute during the busiest time of day. Mitigation measures included in the design on the road through Ashill will enhance safety by adding physical changes to the road layout that will help manage travel speeds through the village.	Yes
1165	1148	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: I OWN LAND AT RADIGAN LANE WHICH ALREADY FLOODS BADLY. THE NEW A358 AND STEWLEY LINK ROAD ARE BOUND TO MEAN MORE FLOODING IN THIS AREA AND FURTHER DOWN RADIGAN LANE/BEERCROCOMBE. IF THE ROAD IS RAISED AT STOCKS LANE IT WILL INCREASE FLOOD RISK TO LAND AND NEARBY PROPERTIES. THE LINK ROAD SEEMS THE BEST OPTION TO AVOID TOO MUCH TRAFFIC, INCLUDING LARGE FARM VEHICLES, USING STOCKS LANE.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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1166	1148	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	FEAR THAT THIS WILL MAKE MY FARM UNVIABLE DUE TO THE LOSS OF LAND FOR DUALLING, THE STEWLEY LINK ROAD, TREE PLANTING ETC. WE HAVE STILL NOT HAD A SITE MEETING TO DISCUSS THESE PLANTS. (CONTINUED) ALMOST EVERY FIELD ON MY FARM IS AFFECTED BY THESE PROPOSALS. THE FARM IS UNDER 80 ACRES AND YOUR PROPOSALS WIL MAKE IT UNVIABLE IF THE STEWLEY LINK ROAD IS NOT CONSTRUCTED. NEARER TO THE A358 EVEN MORE LAND WILL BE LOST. AS THE FARM IS SMALL THE PERCENTAGE OF TREE PLANTING ON IT SEEMS OVERBEARING. ALSO CONCERNED ABOUT SUGGESTION OF FOOTPATH ALONG SIDE THE ROAD AND THROUGH MY LAND. OUTLYING FIELDS AT KENNY AND PARTICULARLY AT THE TOP OF STEWLEY ROAD, ALSO AFFECTED.	National Highways have met with this impacted landowner on a number of occasions to discuss the proposals. Where possible we have taken onboard their feedback and moved environmental mitigation, attenuation ponds and public rights of way if possible. Further engagement will continue through the next stage of design.	Yes
1167	1148	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	LOSS OF GOOD AGRICULTURAL LAND. IMPACT ON LANDSCAPE & ENVIRONMENT AND ON ASHILL VILLAGE.	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes
1168	1148	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	WE HAD BEEN TOLD A BRIDGE WAS TO BE BUILT BETWEEN STEWLEY & ASHILL. THIS LINK ROAD WOULD SEVERELY AFFECT MY LAND, PARTICULARLY IF IT IS NOT ADJACANT TO THE A358. ALSO THE START OF THE LINK ROAD AT STEWLEY SHOULD BE AS CLOSE TO STEWLEY LANE AS POSSIBLE TO AVOID EVEN MORE LOSS OF LAND.	National Highways have continued to meet with the impacted landowner to discuss the proposals in this area.  The proposed Stewley Link road will ensure that any traffic from the eastern side of the A358 and wishing to access the A358 will be directed via Ashill junction and not need to pass through Ashill (as would be required by the Kenny Link Overbridge). Similar applies for the reverse traffic movement. The Stewley Link would also remove the possible impact of a new overbridge in close proximity to existing properties near Stewley Cross. Access is needed on the eastern side of the A358 for Ashill sewage works, various drainage attenuation ponds and Park Barn Lane. In making provision for such access, this also forms the majority of the length of Stewley Link Road.  Following Statutory consultation, the Stewley Link Road alignment has moved closer to the A358. The space between Stewley Link Road and the new A358 carriageway is included within the scheme boundary for attenuation features and essential environmental mitigation planting.	Yes
1169	1148	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	NECESSARY TO REACH DOCTOR'S SURGERY AT THIS END OF BROADWAY AND TO TRY AND AVOID THE USE OF NARROW LANES IN BROADWAY.	National Highways acknowledges this comment.	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1170	1148	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	NECESSARY TO REACH DOCTOR'S SURGERY AT THIS END OF BROADWAY AND TO TRY AND AVOID THE USE OF NARROW LANES IN BROADWAY.	National Highways acknowledges this comment.	Yes
1171	1148	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	NEUTRAL BECAUSE WE HAVE'NT BEEN INFORMED ON WHAT THEY ARE. HAVE BEEN TOLD A FOOTPATH/CYCLE PATH MAY BE CONSTRUCTED ALONGSIDE THE A358 AND THROUGH MY FARM BUT HAVE NO DETAILS.	<p>National Highways have met with this impacted landowner on a number of occasions and discussed the proposed to discuss the proposed public right of way through their land.</p> <p>The proposed offline cycle route would run from Henlade to Southfields roundabout using local roads and off-carriageway tracks. It would be a signed route and provide an alternative to cycling along the new dual carriageway. The cycle route includes the Old A358, Ashill, which is an existing popular cycle route and no new walking/cycling infrastructure is proposed along this road.</p> <p>In addition to the strategic offline route, some local facilities are proposed as part of the scheme. At Sunnyside underpass, footpath CH 1/1 would be diverted through the underpass and reclassified as a restricted byway. This would maintain connectivity across the scheme for walkers, cyclists and horse-riders and provide an alternative route to Village Road overbridge or Ashill junction. It would maintain the link between Wood Road and Stewley and allow users to take advantage of lightly trafficked roads in preference to busier grade separated junctions.</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).</p>	Yes
1172	1148	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	HAVE NO INFORMATION ON HOW CONSTRUCTION WORK WILL AFFECT MY FARM AND ANY BUSINESS LEFT AFTER THE LOSS OF SO MUCH LAND. INCLUDING THE EXTENSION TO THE UNDERPASS WHICH ALLOWS ME TO ACCESS LAND ON THE OTHER SIDE OF THE ROAD.	National Highways have met with this landowner and continued to engage with them throughout the process to discuss the scheme and the impact it will have on their farm. The district valuer has also been involved in some conversations and a farm impact assessment has been undertaken. The new underpass and proposal for walking, cycling and horse-riding (WCH) route has been discussed. The full details on the separation of farm animals and WCH users, and access to fields north of Stewley link, will be developed further at the next design stage. Following feedback from the PIL some of the mitigation and walking, cycling and horse-rider proposals on their land have been reduced.	Yes
1173	1148	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	CONCERNED AT THE IMPACT THIS ROAD WILL HAVE ON THE NATURAL ENVIRONMENT, AND WILDLIFE. HUGE IMPACT ON LANDSCAPE NOISE POLLUTION, WHICH IS ALREADY HIGH. ECOLOGICAL SURVEYS UNDERTAKEN IN THE LAST FEW YEARS IN RESPECT OF THE ROAD, HAVE SHOWN MY FARM TO BE ESPECIALLY RICH IN BIRD AND MAMMAL SPECIES, INCLUDING DORMICE, MANY SPECIES OF BATS ETC AND YET IT IS PROPOSED TO DRIVE TWO NEW ROADS (INCL. STEWLEY LINK) THROUGH THIS HABITAT.	We note your concern over the potential for the scheme to impact natural habitats and wildlife. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs For hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 (Document Reference 6.3) Environmental Mitigation Plan sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity.	Yes

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1174	1148	Do you have any other comments you would like to make about our proposals?	LITTLE CONCERN HAS BEEN SHOWN FOR THE QUALITY OF LIFE OF LOCALS ALONG THIS ROUTE. WE ARE HAVING TO PAY THE PRICE FOR OTHERS' JOURNEY BEING A FEW MINUTES FASTER. ANY ROAD SHOULD HAVE MORE ACCESS POINTS INSTEAD OF ALL THESE EXTRA ROADS AND CONNECTIONS, TAKING UP VALUABLE LAND. I AM PARTICULARLY WORRIED ABOUT MY OWN SITUATION AND THE EFFECT IT WILL HAVE ON ANY FARM I HAVE LEFT. ALSO THE IMPACT ON ASHILL AND OTHER VILLIAGES OF SO MUCH EXTRA TRAFFIC.	The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and–adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2)	Yes
1175	1149	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Will the traffic flow without backing up thru two roundabouts and Traffic Lights? No hard shoulder - Smart Motorways are reinstalling these.	National Highways has undertaken operational modelling of M5 junction 25 and the Nexus 25 junction, which confirms that the junctions will operate within their practical capacity. Following statutory consultation, the form of the Nexus 25 junction has been amended to be a signalised crossroads. This will allow the junction operation to be linked to the nearby M5 junction 25 and will also allow a pedestrian crossing facility to be incorporated into the junction without negatively impacting the capacity available to vehicles passing through the junction.	Yes

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1176	1149	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Henlade Bridge 1 Too many trees around Coppins, placing it in a Wood. Losing the country views and vista. Suggest 1 Keep to two rows along road edge and height below 10 foot (3m) ( or place trees on road embankment ) 2 Keep main area as 'wild meadow' ( no trees ) 3 Trees /bushes at road/drive corner create a 'Blind' entrance. Suggest no trees and only low bushes - as on other side of bridge. 4 Some existing trees in Coppins are marked for Removal - please consult before action. 5 Plan shows removal of front lawn - please clarify 6 If road/drive is raised, will water/drains be raised also? 7 During 'swap' to new bridge, how long is road closed? 8 Noise levels. As shown on model, will help be supplied for double/triple glazing? Air conditioning during summer nights? 9 What action is there to prevent Dust, Vibration, Subsidence, Air Pollution during and after construction? 10 There is a shared border with 'Meadow View' . Who is responsible for maintenance? ( trees, hedges, fence ) 11 Who is responsible for maintenance of Meadow View area and field beyond? What is the proposed action to deal with the rabbits?	National Highways have met with the impacted landowner to discuss the proposals. Following feedback from Statutory consultation the proposed woodland mitigation to the back of this landowners property has been removed and replaced by species rich grassland.  Regarding the new access to the PILs property additional drawings and information has been provided when requested. The visibility requirements for the new entrance will be checked to ensure compliance. No planting will be placed in the visibility splays. Due to the level of the new Stoke Road the existing access will need to be raised which will impact some of the existing lawn. The drainage design for the new access will be developed as part of the detailed design.  The scheme boundary has reduced in this location following Statutory Consultation. Some works will be required to the drive so that the levels of this align with the new Stoke Road. The lawn will be reinstated once these works are complete and suitable drainage will be installed for the new road. National Highways met with this landowner on 13 July 2023 to discuss the proposed scheme and provide additional information regarding the connection of Coppins to the new Stoke Road.  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.  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, in spite of mitigation, 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. As part of the Development Consent Order application, National Highways have prepared an Environmental Management Plan (EMP) (Appendix 2.1, Document Reference 6.4) 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.	Yes
1177	1151	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	STOP THE DISTRUCTION OF OUR LAND THE SCHEME IS TOO LARGE TOO COMPLEX TOO [text unreadable] TOO EXPENSIVE IT'S ESSENTIAL TO REDUCE THE SPEED OF TRAFFIC. TO REDUCE THE NUMBERS OF ACCIDENTS AND DEATH	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).  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.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1178	1151	Do you have any other comments you would like to make about our proposals?	STOP ALL PLANS TO DEVELOPMENT AND CHANGES TO THE 358. PLEASE REDUCE THE SPEED OF TRAFFIC TO SAVE LIVES. THANK YOU	<p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p> <p>Design speeds for local roads have been agreed as per the Statement of Common Ground with Somerset Council (Document Reference 7.3) and the proposed A358 will be a derestricted dual carriageway therefore allowing vehicles to travel up to the National Speed Limit.</p>	Yes
1179	1152	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	• I STRONGLY DISAGREE WITH PROPOSAL • THERE SHOULD NOT BE 2 PARALLEL ROADS • EXISTING ROAD SHOULD BE INCORPORATED INTO DUAL CARRIAGEWAY • ROUNDABOUT DESIGN IS TERRIBLE: UNSIGHTLY, EXCESSIVE LANTAKE, NOISE & LIGHT POLLUTION	<p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village. The location of the Mattock's Tree Green junction is considered to be in the optimum location when considering the connectivity to local roads it provides.</p> <p>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</p>	Yes
1180	1152	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	• I STRONGLY DISAGREE WITH PROPOSAL • DESIGN SHOULD ALLOW FOR LOCAL ACCESS TO THESE BUSINESSES & COMMUNITY FACILITIES WITHOUT NEED FOR LINK TO UNSIGHTLY NEW JUNCTION	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders and also provide connectivity to West Hatch.	Yes
1181	1152	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	• I STRONGLY DISAGREE WITH PROPOSAL • LOCAL RESIDENTS AT EXISTING JUNCTION (4 HOUSES) WILL HAVE TERRIBLE CONSEQUENCES : VERY SIGNIFICANT IMPACT OF TRAFFIC, NOISE & LIGHT POLLUTION. SAFETY FOR SPEEDING CARS, QUALITY OF LIFE, SEVERANCE & ENVIRONMENTAL IMPACT	<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 in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Taking account of the additional mitigation measures, since the Preliminary Environmental Information</p>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>(PEI) Report was produced, as set out in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2), there are 110 likely significant adverse effects and 360 likely significant beneficial effects that have been identified.</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>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>	
1182	1152	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>• ENGAGEMENT FROM NATIONAL HIGHWAYS FOR LOCAL RESIDENTS HAS BEEN TERRIBLY INADEQUATE</li> <li>• I STRONGLY DISAGREE WITH PROPOSAL: CAUSES EXTREME PERSONAL DISTRESS</li> <li>• TERRIBLE IMPACT OF LIGHT &amp; NOISE POLLUTION &amp; PROPESED MITIGATION NOWHERE NEAR GOOD ENOUGH</li> </ul>	National Highways has undertaken a multi-stage approach to consultation and has engaged with parish councils throughout the development of the project. The 2021 statutory consultation period lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We believe that this provided adequate time for people to get ready for the consultation and to provide their desired responses, this includes aligning any governance processes needed to accommodate it.	Yes
1183	1152	Do you have any other comments you would like to make about our proposals?	<ul style="list-style-type: none"> <li>• TOTALLY INADEQUATE ENGAGEMENT WITH AFFECTED LANDOWNERS</li> <li>• PROPOSED SCHEME IS NOT NEEDED AT ALL</li> <li>• PROCESS CAUSING EXTREME STRAIN &amp; ANXIETY</li> <li>• DISBELIEF AT CONSTANT CHANGING OF PLANS</li> <li>• SURVEY PROCESS HAS BEEN VERY POOR</li> <li>• LAND ACCESS ISSUES CAUSING TERRIBLE STRESS</li> <li>• HATCH BEAUCHAMP LINK ROAD AS PROPOSED WILL RUIN OUR QUALITY OF LIFE WITH HUGE INCREASE IN SPEEDING &amp; LIGHT/NOISE POLLUTION</li> </ul>	National Highways has undertaken a multi-stage approach to consultation and has engaged with parish councils throughout the development of the project. The 2021 statutory consultation period lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We believe that this provided adequate time for people to get ready for the consultation and to provide their desired responses, this includes aligning any governance processes needed to accommodate it.	Yes
1184	1153	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know	<ul style="list-style-type: none"> <li>• I STRONGLY DISAGREE WITH PROPOSAL</li> <li>• THERE SHOULD NOT BE 2 PARALLEL ROADS</li> <li>• EXISTING ROAD SHOULD BE PART OF DUAL CARRIAGEWAY</li> <li>• TERRIBLE PROPOSAL: UNSIGHTLY, EXCESSIVE LANDTAKE</li> </ul>	<p>The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village. The location of the Mattock's Tree Green junction is considered to be in the optimum location when considering the connectivity to local roads it provides.</p> <p>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		the reasons for your response			
1185	1153	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	I Should be designed for local access rather than being linked to Mattocks Green.	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders and also provide connectivity to West Hatch.	Yes
1186	1153	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	1) I strongly disagree with these proposals 2) All Traffic would be coming fast down the hill and very close to our house. This would be extremely dangerous and have appalling consequences. The Traffic will be 10 times what it is at present. 3) Extremely adverse environmental consequences - light & noise pollution will be extreme. Mitigation will not be done to stop this	<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 in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Taking account of the additional mitigation measures, since the Preliminary Environmental Information (PEI) Report was produced, as set out in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2), there are 110 likely significant adverse effects and 360 likely significant beneficial effects that have been identified.</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>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>	Yes



Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1187	1153	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	1) Totally inadequate engagement with local residents. Not bothering to contact us back when they said they would This whole scheme is unnecessary and the whole process is causing us extreme stress and anxiety.	National Highways has undertaken a multi-stage approach to consultation and has engaged with parish councils throughout the development of the project. The 2021 statutory consultation period lasted 41 days, which exceeds the minimum requirement for Nationally Significant Infrastructure Projects (NSIPS) which is 28 days. We believe that this provided adequate time for people to get ready for the consultation and to provide their desired responses, this includes aligning any governance processes needed to accommodate it.	Yes
1188	1156	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I disagree with the proposal in as much that the new junction will take up a large amount of agricultural land and wildlife habitat. It will therefore have a significant environmental impact. The size of the junction should be reduced.	Ashill junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
1189	1156	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	I disagree with the need for another parallel road. Environmental Impact. Is the traffic flow sufficient to justify the cost of a new parallel road? A simple bridge across the new road would allow traffic to cross over and then use the exiting Ashill road.	The scheme includes overbridges at Village Road and the Ashill junction that will allow traffic to cross the A358. The proposed Stewley Link road will ensure that any traffic from the eastern side of the A358 and wishing to access the A358 will be directed via Ashill junction and not need to pass through Ashill (as would be required by the Kenny Link Overbridge). Similar applies for the reverse traffic movement. The Stewley Link would also remove the possible impact of a new overbridge in close proximity to existing properties near Stewley Cross. Access is needed on the eastern side of the A358 for Ashill sewage works, various drainage attenuation ponds and Park Barn Lane. In making provision for such access, this also forms the majority of the length of Stewley Link Road.	Yes
1190	1156	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	I disagree with the parallel road from Broadway Street to the Ashill junction. There will, again, be environmental impact. I would propose a simple bridge connection from Broadway Street to Cad Road. Traffic would then proceed towards Ilton and follow the Rapps road to the new Ashill junction.	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).  The proposed Ashill junction provides connectivity across the A358 and all onward connections to the local road network. It is not considered appropriate for an additional bridge to be provided across the scheme for public vehicular use as part of the local road network.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1191	1156	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Closure of the Broadway Street access to the A358 will have a significant effect on local traffic from the villages of Broadway and Horton. Horton straddles the old A303 and this road is still used for diversion when the bypass is blocked. The bypass was closed for several hours within the last week. This road is used by increasing levels of heavy agricultural traffic. The hamlet of Puddlebridge is an accident blackspot and is prone to icing in cold weather. The road is not gritted. More local traffic will use this road if Broadway Street is diverted via Ashill. Broadway is a long village with a relatively narrow through road. Neroche School in Broadway serves a large catchment area and therefore attracts significant flows of vehicular traffic, much of which uses Broadway Street. There is always congestion around the school at start and end of day. Closure of Broadway Street will inevitably lead to greater traffic flow through the narrow Suggs Lane as drivers seek an alternative route to Ilminster and other destinations to the East of the school.	The proposed link connecting Broadway Street and Thickthorn Lane to the proposed Ashill junction does not fundamentally change the connectivity to the A358. Drivers are currently able to access the A358 at the eastern end of Broadway Street. This additional link will ensure that drivers will continue to be able to access the A358 via Broadway Street. National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Broadway Street or Suggs Lane.	Yes
1192	1156	Do you have any other comments you would like to make about our proposals?	Clearly the A358 project must go ahead but further consideration should be given to local traffic flows in the Horton/Broadway area. It has often been said locally that the design of the current Southfields roundabout is poor in as much that vehicles can travel at too greater speed around it. Could the design of the improved roundabout incorporate a flyover dedicated to traffic coming in on the A358 from the Chard direction? This would certainly address the difficulty of local traffic negotiating the roundabout in times of peak flow on the A303. There will always be environmental issues and therefore the development of agricultural land, and therefore the destruction of wildlife habitat, should be kept to a minimum. Note from page 3 pf questionnaire: "Are you an affected landowner?" Yes – INDIRECTLY	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) exit, 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.  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.	Yes
1193	1157	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The improvements at Junctn 25 already done seem to be working well except for too many traffic lights causing queuing.	National Highways has undertaken operational modelling of M5 junction 25 and the Nexus 25 junction, which confirms that the junctions will operate within their practical capacity. Following statutory consultation, the form of the Nexus 25 junction has been amended to be a signalised crossroads. This will allow the junction operation to be linked to nearby M5 junction 25 and will also allow a pedestrian crossing facility to be incorporated into the junction without negatively impacting the capacity available to vehicles passing through the junction.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1194	1157	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We hope that leaving old A358 through Henlade as shown does not mean that Henlade will still experience a lot of traffic. Henlade needs a bypass. Traffic accessing Taunton from East + Southeast directions will use old road unless it is M'way traffic.	The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.  Given that the proposed Henlade bypass section of the scheme provides faster journey times, safer journeys, a higher capacity and more journey time reliability than the existing A358 through Henlade, it is not anticipated that any through traffic would choose to use the existing A358 through Henlade with the proposed A358 scheme in place. The traffic flows through the old A358 are forecast to reduce by over 90% in the design year (2046), and the traffic using this stretch of road is expected to be local traffic and traffic wishing to use Taunton Gateway Park and Ride.	Yes
1195	1157	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Access (connectivity) for Long West Hatch to get to Taunton or Ilminster will be much impaired as the West Hatch Lane is closed. It could have had a bridge + be connected to Village Road.	National Highways changed the scheme design in this location at supplementary consultation and an extension to West Hatch Lane is proposed which connects it Mattock's Tree Green junction via Huish Woods Lane and the Scout Camp link.	Yes
1196	1157	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	As long as Slough Green still has connectivity through Ash Road.	Slough Green can still be accessed from Ash Road and Ash Road can be accessed from Mattock's Tree Green junction.	Yes
1197	1157	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Two roundabouts do take out a lot of countryside.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1198	1157	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	There is a lot of traffic from the East of A358 which needs to access the area west of the road – too much for all to be taken by Staple Fitzpaine Road which has a 1/4 mile of single track into Bickenhall	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
1199	1157	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: Flood improvements should be carried out anyway. Stock's Lane will be used by more local traffic. This option will assist us in access to our land on east of new road, which will be much more difficult otherwise.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1200	1157	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	Properties on west of new A358 at Stewley + Windmill Hill need connectivity.	Properties in Stewley can access the A358 at Ashill junction via the proposed Stewley Link. Properties in Windmill Hill can access the A358 at Ashill junction via the existing routes which are currently used (via the Ashill Road).	Yes
1201	1157	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Staple Fitzpaine Road needs improvement to be able to take the local traffic that will be created, by local road to Ashill. * For our land parcel at Stewley on east of road, service/access track to the [text unreadable] pond opposite Folly Drove needs to be at the side of the new road not running down in the middle of our field leaving unusable ground on the west side.	<p>National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Staple Fitzpaine Road.</p> <p>The condition of the existing road would be a matter for Somerset Council as the local highways authority and their forward plans for maintenance and renewal works</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1202	1157	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	One of the problem areas at present is Southfields roundabout Which is regularly congested. Unless better plans for the roundabout it will continue to be congested.	<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>	Yes
1203	1157	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	We know life will be very unpleasant for those of us who are close to the construction works!	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes
1204	1157	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	We hope the impact eventually will be an improvement particularly for Henlade.	National Highways welcome support for the scheme	Yes
1205	1158	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	I feel a safer option is always better. With as little disruption as possible.	National Highways acknowledges this comment.	Yes
1206	1158	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Shame the pub will go and what happens to the 2 Houses there?. and it will look like a blot on the landscape.	<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 scheme does not impact the pub, however National Highways has actively engaged with property owners on Stoke Road who would be affected by the scheme proposals.</p>	Yes

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1207	1158	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Worried it will be very busy and the noise levels will escalate. also the pollution to the area live in.	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).	Yes
1208	1158	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	I do understand the reasoning to close Bickenhall lane, but I will have to take longer Journey's to get anywhere. also I will be living between two Bridges, so will suffer from more noise levels, pollution. also the disruption and noise levels will be very enhanced while work is taking place.	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).	Yes
1209	1158	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1210	1158	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	its better to have safer access for the Horse riders but there are plenty of routes for walkers to use in this area. + the more people the more rubbish and brakeins we will have !	National Highways acknowledges this comment.	Yes

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1211	1158	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	The construction process will cause light pollution and noise along with more general pollution. this concerns me greatly as my Asthma is not good. I moved to the areas I live in to be far away from this.	<p>Environmental Statement Chapter 5 Air quality (Document Reference 6.2) contains an assessment of the impacts of the scheme. This predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the Base, Do Minimum (without scheme) or Do Something (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in Nitrogen Dioxide concentrations within the Air Quality Management Area.</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>	Yes
1212	1158	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	noise and pollution will increase!! effecting the health of residents. I am a chronic asthmatic who at present am recovering from cancer. my lungs have been effected by the treatments I have recived. more pollution is a great threat to my health.	<p>National Highways acknowledge comments on the effect of the scheme on air quality. Environmental Statement Chapter 5 Air quality (Document Reference 6.2) contains an assessment of the impacts of the scheme. This predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the Base, Do Minimum (without scheme) or Do Something (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in Nitrogen Dioxide concentrations within the Air Quality Management Area.</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>	Yes
1213	1158	Do you have any other comments you would like to make about our proposals?	I am also concerned as to impact this will have to the price of my property should I wish to sell it in the future!! NOTE FROM P.3 OF QUESTIONNAIRE RE: "Are you an affected landholder?": YES - MY HOME will be effected.	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.	Yes

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1214	1160	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	It seems the proposals will be similar or possibly better than the existing layout	National Highways acknowledges this comment and welcomes support for the scheme.	Yes
1215	1160	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	It is my usual practice when travelling to Taunton to head north from Hatch Green, through Hatch Beauchamp rather than turn right across the busy A358 at the Village Road junction. Access via the proposed Mattocks Tree Green junction will represent no change for me.	National Highways acknowledges this comment.	Yes
1216	1160	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The road to Hatch Beauchamp via Bickenhall Lane is unsuitable for increased vehicular use. I am in favour of the bridge but only for walkers, cyclists, horse riders, disabled users and essential agricultural vehicles. Access to Hatch Beauchamp for all other vehicles should be via the Village Road bridge.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1217	1160	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	If access onto the A358 were to be available it would necessitate a new junction involving the acquisition of much more land and, no doubt, the causing of greater disturbance during the construction phase and its subsequent vehicular use. I support the use of the proposed Village Road bridge for local traffic travelling between Hatch Beauchamp, Broadway and Ashill. Measures should be put in place to prevent use of this as a "rat run".	National Highways welcomes support for the scheme.	Yes



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1218	1160	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 2- Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements. Reason: Option 2 would provide the least impact on farmers and local residents. No land would need to be acquired and there would be barely any disruption to the local farmers. The flood prevention improvements proposed under this option would address a pre-existing problem.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1219	1160	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	A local road would prove beneficial to local residents as local villages could be accessed without using the busy A358.	National Highways welcome support for the scheme	Yes
1220	1160	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I support the proposals for all users mentioned to be able to enjoy their pursuits in much greater safety than is the case at present.	National Highways welcome support for the scheme	Yes

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1221	1173	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The flyover is a monstrosity and does not sit in the rural landscape at all. It leads nowhere and is a major blight in this countryside environment. Why has it been re-sited directly by a private residential property?	<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 link road joining Village Road to Ashill Road would maintain connection for communities adjacent to the route and provides access to the route at either Mattocks Tree Green (north) or Ashill junction (south).</p> <p>The revised overbridge location would cross the A358 at a location where the mainline visibility requirements are less onerous and the mainline is on a lower embankment, thus reducing the span and height of the overbridge above surrounding ground level. With the bridge moved further to the west, Capland Link would tie into a section of the existing Village Road in front of the properties minimising direct impact on these. The tie-in between the new and existing Village Road would be at grade, rather than on embankment.</p>	Yes
1222	1173	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	<p>Preference: Option 2 – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements</p> <p>Reason: As an absolute minimum, a bridle path and cycle path between Village Road and Capland Lane must be in place to ensure connectivity and quality of life for residents.</p>	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	Yes
1223	1173	Do you have any other comments you would like to make about our proposals?	At a time of climate emergency and the importance of buying locally why is it acceptable for large swathes of agricultural land to be consumed by the tarmacking of the countryside. Where is our food meant to come from once this land disappears under tarmac and concrete? Land is finite. The rural landscape will be irretrievably destroyed and be unrecognisable as a rural environment. The agricultural landscape will be destroyed. NH keep telling us this is rural landscape but fail to understand what that means. Views to Blackdown Hills from various viewpoints in Hatch Beauchamp will be destroyed by Village Road flyover. The entire scheme would become the dominant feature – how does that fit within a rural landscape? There is no doubt that the road and in particular the Village Road flyover and Bickenhall bridge will have major adverse impact on the village.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this DCO application is the preferred solution.</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>	Yes

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1224	1173	Do you have any other comments you would like to make about our proposals?	<p>Consultation</p> <p>The expectation of NH for people to plough through 100s of pages of documents within 6 weeks is ludicrous. Information is not easily accessible eg elevation information of flyovers necessitates trawling through pages of documents plus photo montages non-existent. The PEIR chapters as a separate download but to obtain the accompanying data such as viewpoints you had to go to virtual room, this was not 'signposted'. On trying to save documents within the virtual room this was not permitted across the board. In the virtual room, unlike the face to face events, there was only the fly through video and not the video where you position yourself in various locations. It was not obvious that you should click on 'list view' within the virtual tour to bring up all the numerous documents, they should have been included in the list at the bottom of the consultation page with the other documents. The haphazard/random nature of this means people thought they had all the documents on the consultation page and didn't look further. The design of the virtual room was extremely poor and navigation was particularly difficult with inadequate signposting of where to find documents. In addition, I experienced the virtual documents crashing. The consultation event at Monks Yard was amateurish, with cramped space to view documents and people queuing to get in. Many of the maps used were historic showing inaccurate addresses, incorrect boundaries. I strongly object to all the webinars starting with a slide stating 'The story so far' – the proposed dualling is not fiction and this glib statement is inappropriate and insulting to the hundreds of people whose daily lives and livelihoods will be adversely impacted by this proposed scheme. It typifies the complete disregard NH seems to have for local communities. My journeys in and out of the village will increase in duration and length considerably.</p>	<p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</p> <p>As set out in Chapter 4 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. 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 non-technical summary of the PEI Report, the consultation booklet, and a 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 (Appendix 4.4 of this Report) 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>	Yes
1225	1173	Do you have any other comments you would like to make about our proposals?	I fundamentally oppose The construction of this ludicrous dualling which will devastate local rural communities and lead to increased journey times on a daily basis.	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.	Yes

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1226	1173	Do you have any other comments you would like to make about our proposals?	Throughout the so-called engagement with local people NH have used aggressive and abusive behaviour, from using illegal drones directly over private properties, photographing horse riders without permission to aggressive attitude during their webinars. The staff at the face to face events were unable to answer many basic questions eg the difference between a road and a lane. The response to questions raised during the consultation period were excessively slow – 28 days in one instance, or not answered at all. Omission of BCR during consultation is a significant failing of transparency, (NH quote that ‘An update of this value for money assessment is currently underway based on the latest scheme proposal’), in fact despite numerous requests for updated scheme costs throughout the consultation period the information was not provided. All we were told was the old information regarding the contract awarded to Taylor Woodrow. Modelling is incorrect as assumption (confirmed by NH during webinar) is made that Nexus 25 has full occupancy. Given that on the other side of the roundabout Blackbrook Business Park has empty units plus a development plot of 35,000sq ft it is far from certain that Nexus will ever achieve full occupancy. Throughout the PEIR constant reference is made to ‘improved connectivity’ – this is not true for HB.	As set out in this Report, consultation encompassed a wider range of activities to ensure people could access information, ask questions of the team and provide feedback via a variety of methods.  This included a combination of more than 5,000 postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications and press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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. National Highways also ensured that a variety of response mechanisms were available, including email and freepost, to ensure that technical issues did not prevent anyone from providing their feedback.  There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.	Yes
1227	1173	Do you have any other comments you would like to make about our proposals?	At a time of climate emergency and the importance of buying locally why is it acceptable for large swathes of agricultural land to be consumed by the tarmacking of the countryside. Where is our food meant to come from once this land disappears under tarmac and concrete? Land is finite. The rural landscape will be irretrievably destroyed and be unrecognisable as a rural environment. The agricultural landscape will be destroyed. NH keep telling us this is rural landscape but fail to understand what that means. Views to Blackdown Hills from various viewpoints in Hatch Beauchamp will be destroyed by Village Road flyover. The entire scheme would become the dominant feature – how does that fit within a rural landscape? There is no doubt that the road and in particular the Village Road flyover and Bickenhall bridge will have major adverse impact on the village.	The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this DCO application is the preferred solution.  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.	Yes

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1228	1173	Do you have any other comments you would like to make about our proposals?	<p>Consultation</p> <p>The expectation of NH for people to plough through 100s of pages of documents within 6 weeks is ludicrous. Information is not easily accessible eg elevation information of flyovers necessitates trawling through pages of documents plus photo montages non-existent. The PEIR chapters as a separate download but to obtain the accompanying data such as viewpoints you had to go to virtual room, this was not 'signposted'. On trying to save documents within the virtual room this was not permitted across the board. In the virtual room, unlike the face to face events, there was only the fly through video and not the video where you position yourself in various locations. It was not obvious that you should click on 'list view' within the virtual tour to bring up all the numerous documents, they should have been included in the list at the bottom of the consultation page with the other documents. The haphazard/random nature of this means people thought they had all the documents on the consultation page and didn't look further. The design of the virtual room was extremely poor and navigation was particularly difficult with inadequate signposting of where to find documents. In addition, I experienced the virtual documents crashing. The consultation event at Monks Yard was amateurish, with cramped space to view documents and people queuing to get in. Many of the maps used were historic showing inaccurate addresses, incorrect boundaries. I strongly object to all the webinars starting with a slide stating 'The story so far' – the proposed dualling is not fiction and this glib statement is inappropriate and insulting to the hundreds of people whose daily lives and livelihoods will be adversely impacted by this proposed scheme. It typifies the complete disregard NH seems to have for local communities. My journeys in and out of the village will increase in duration and length considerably.</p>	<p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</p> <p>As set out in Chapter 4 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. 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 non-technical summary of the PEI Report, the consultation booklet, and a 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 (Appendix 4.4 of this Report) 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>	Yes
1229	1173	Do you have any other comments you would like to make about our proposals?	I fundamentally oppose The construction of this ludicrous dualling which will devastate local rural communities and lead to increased journey times on a daily basis.	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.	Yes

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1230	1173	Do you have any other comments you would like to make about our proposals?	Throughout the so-called engagement with local people NH have used aggressive and abusive behaviour, from using illegal drones directly over private properties, photographing horse riders without permission to aggressive attitude during their webinars. The staff at the face to face events were unable to answer many basic questions eg the difference between a road and a lane. The response to questions raised during the consultation period were excessively slow – 28 days in one instance, or not answered at all. Omission of BCR during consultation is a significant failing of transparency, (NH quote that 'An update of this value for money assessment is currently underway based on the latest scheme proposal'), in fact despite numerous requests for updated scheme costs throughout the consultation period the information was not provided. All we were told was the old information regarding the contract awarded to Taylor Woodrow. Modelling is incorrect as assumption (confirmed by NH during webinar) is made that Nexus 25 has full occupancy. Given that on the other side of the roundabout Blackbrook Business Park has empty units plus a development plot of 35,000sq ft it is far from certain that Nexus will ever achieve full occupancy. Throughout the PEIR constant reference is made to 'improved connectivity' – this is not true for HB.	As set out in this Report, consultation encompassed a wider range of activities to ensure people could access information, ask questions of the team and provide feedback via a variety of methods.  This included a combination of more than 5,000 postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications and press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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. National Highways also ensured that a variety of response mechanisms were available, including email and freepost, to ensure that technical issues did not prevent anyone from providing their feedback.  There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.	Yes
1231	1181	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1232	1183	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
1233	1183	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>I strongly disagree with the proposal to create parallel roads – there should simply be direct access onto the A358 by a conventional junction</li> </ul>	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.	Yes

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1234	1184	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the Overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes
1235	1184	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable. The project will simply move the problems seen at Henlade to Hatch Beauchamp.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the Overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
1236	1184	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the Overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p>	Yes

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1237	1184	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable. The project will simply move the problems seen at Henlade to Hatch Beauchamp.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the Overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes



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1238	1186	Do you have any other comments you would like to make about our proposals?	<p>The offices will be affected by Noise – the documentation notes an improvement in noise disturbance. This does not take into account the elevated Expressway or the increase of 2 lanes to 6 lanes of traffic. Pollution – the addition volume of traffic using the road. Travel times – each journey for staff will be extended and more convoluted adding to fuel consumption and associated costs. Disturbance for the duration of the build. The blight from the building works and the potential unknown disturbance from any Expressway. Disturbance of access for staff and visitors to our offices. This organisation DO NOT support the proposed slip roads on and off for Hatch Beauchamp and associated traffic. • I strongly reject that the road development is needed at all, particularly between Mattocks Tree Hill and Southfields. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. • If the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) submitted within the DCO application. Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.</p> <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) exit, 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>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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes

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			<p>difference for local landowners and agricultural businesses.</p> <ul style="list-style-type: none"> <li>This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely making the project viable according to the National Highways figures. Hatch Beauchamp in particular gets all the environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people &amp; severance of local communities. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. There will also be significant environmental impact: it was revealed at COP26 that construction &amp; the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 also changed materially the Future of Work - recent studies indicate office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken these into account. 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.</li> </ul>	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
1239	1195	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I strongly disagree with the proposals – National Highways has utterly failed to make a convincing case for why these proposals should go ahead. The benefits are unclear and highly questionable, and the known impacts will cause irreversible and catastrophic damage for local communities and businesses as well as the climate. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient. This proposal creates needless environmental damage to a greenfield site and is not required. It would also encourage a rat-run through Hatch Beauchamp	<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. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p> <p>The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes

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1240	1195	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	<p>I strongly disagree with the proposed development – dualling this whole section of the A358 has significant detrimental impact to the environment, health, quality of life and livelihoods of all those living between Griffin Lane and Ashill which are not outweighed by the purported benefits of the scheme and entirely contradict its objectives. These damaging impacts include severing communities, lengthening all local journey times, making local roads dangerous by forcing more traffic through villages with unfit infrastructure (such as narrow lanes), detracting from quality of life and worsening health outcomes for residents and visitors, including those in schools, playgrounds and care-homes by increasing traffic flow, noise, light and pollution. The proposed development entirely negates a central objective of the existing A358 which was to act as a bypass for Hatch Beauchamp by giving local traffic safer and quicker routes rather than having to use Hatch Beauchamp as a through road. However, the new scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, combined with two flyovers within 500m of each other into the village. The new scheme reverses all benefit of the Hatch Beauchamp bypass and will make local villages, particularly Hatch Beauchamp, into rat-runs and glorified junctions. This is both dangerous and has a detrimental and sustained impact on quality of life, which is significantly worse than occasional queuing on the existing purpose built A358. The overall benefit cost ratio for the project is very poor and for this section of the road, likely non-existent. There is only local detriment to local residents and businesses as it restricts accessibility and worsens their environment and health outcomes. By contrast, dualling this section of road would not even have a 1-minute benefit to the total journey time of non-local traffic travelling the full 8 miles of the A358, therefore any overall economic benefit is negligible at best. This section of the road does not need dualling and the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfields roundabout, where there are more regular bottlenecks. Even if a dual carriage way were required, it should not be a 'high-quality' Expressway. The negative impact on safety, health, well-being, environment, local business viability and local community ties is significantly worsened by the over-engineering of an Expressway, rather than a standard dual carriage way. A conventional dual carriageway (including with local access) would be the same standard as much of the new proposed and existing A303 in the corridor and would reduce cost, time and disruption to build. It would have less adverse consequences for the environment, quality of life, health and economic and community impacts</p>	<p>National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.</p> <p>Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, National Highways are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.</p> <p>As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.</p> <p>This means that there will be no through traffic using Bickenhall lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every 2 minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>When the preliminary design stage started in 2020, the most complete set of base traffic data was from 2015. By necessity this needs to include both origin/destination data (mobile phone data) to determine travel patterns and traffic flow data (traffic counts) to determine the traffic flow on the roads modelled. Some traffic counts for local roads from 2017 were used in the traffic modelling process, however generally no more recent data was available, partially because of the COVID-19 pandemic disrupting travel patterns and partially because of the time required to collect and process such a vast amount of data. After the preliminary design stage had already begun and the traffic modelling was well under way, a more recent modelling dataset became available with a base year of 2019. While it was not available in time to be incorporated into this round of traffic modelling, it will be considered for use in the next round of traffic modelling. The differences between the 2015 and 2019 datasets have been reviewed and this did not result in a compelling need to update the base model during the preliminary design stage.</p> <p>Before the next major model update, an intermediate update has been made that reflects the new opening year of 2031 and the latest growth forecasts. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of</p>	Yes

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			<p>currently proposed for all local villages and communities. A standard dual carriageway would likely reduce agricultural and rural landtake by up to 50% compared to the proposal and will not so egregiously scar the countryside with an unnecessary urban, motorway style design and will allow more flexibility to resolve local accessibility issues. The proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse riders and cyclists and will destroy the heart of Hatch Beauchamp. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The project will simply move the problems seen at Henlade to Hatch Beauchamp. The proposed bridge at Bickenhall lane will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The bottlenecks will increase where the road becomes 30mph and then gives way to Village Road in Hatch Beauchamp village. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements. My agricultural business requires ongoing access to Bickenhall lane for agricultural vehicle access which will be severely restricted by the predicted extra flow of traffic using Bickenhall Lane as a rat-run. The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders and disabled users and local agricultural vehicles, but not public vehicles. Under the current proposal, HPF will lose significantly more land to build a public-bridge that no one in the local community wants or needs – this is unacceptable.</p>	<p>Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	

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1241	1195	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I strongly disagree with the proposed development and National Highways are clearly not listening to local communities and their needs. The proposals are unclear, and not outlined properly in the consultation brochure. Walkers, cyclists, horse riders and disabled users will clearly be worse off if the proposed development goes ahead and National Highways is not considering their needs sufficiently.	<p>As set out in Chapter 4 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. 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 non-technical summary of the PEI Report, the consultation booklet, and a traffic note. This was to help ensure that people could view and engage with as many of the material possible during the consultation period.</p> <p>As set out in the SoCC (Appendix 4.4 of this Report) 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>The scheme objectives include an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals 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 (Environmental Statement Appendix 2.1 Annex F, Document Reference 6.4).</p>	Yes
1242	1195	Do you have any other comments you would like to make about our proposals?	<p>Design standards</p> <p>If the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural businesses.</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes

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1243	1195	Do you have any other comments you would like to make about our proposals?	I strongly reject that the proposed road development is needed at all, particularly between Mattocks Tree Hill and Southfields roundabout. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what HPF understands, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. HPF stands to be significantly impacted by the existing plans, losing a significant proportion of its agricultural land. This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic.	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) exit, 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>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 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, 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>	Yes
1244	1195	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us	I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. There should be direct access onto the A358 by a conventional junction, which would negate the need for an additional road, and the associated environmental impact.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster</p>	Yes

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		know the reasons for your response		connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.  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.	
1245	1196	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This junction is too complicated and has too large an impact on the environment.Strongly disagree	The proposed junction at Ashill comprise of a 'diamond' arrangement which is a standard all movements grade-separated junction type in accordance with the Design Manual for Roads and Bridges (DMRB), which are the design standards for use on the strategic road network.  As part of the development of the scheme design and environmental mitigation, National Highways has sought to minimise land-take wherever possible.	Yes
1246	1196	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	Do not agree to changes suggested	National Highways acknowledges this comment.	Yes
1247	1196	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	leave the existing road as it is	National Highways acknowledges this comment.	Yes
1248	1196	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	No need for this vanity project at all	National Highways acknowledges this comment.	Yes

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1249	1196	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	The primary objective should be to minimise carbon emissions and environmental damage. This scheme fails in that by proposing an over-engineered high speed dual carriageway that is not necessary	<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>	Yes
1250	1209		<p>Anticipated adverse effects during and after completion of scheme:</p> <ol style="list-style-type: none"> <li>1) Noise during and subsequent to completion of scheme</li> <li>2) Potential effects of construction works adjoining our property including noise and vibration from heavy plant machinery</li> <li>3) Smells, fumes and smoke during construction work</li> <li>4) Loss of enjoyment of our property and land in a peaceful setting</li> <li>5) My husband has been receiving treatment for cancer and having now gone into remission, the scheme is likely to affect our proposed move to be nearer to family in case of a recurrence of the disease</li> </ol>	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>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.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	Yes



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1251	1013, 1021, 1181	Do you have any other comments you would like to make about our proposals?	<p>I strongly reject that the road development is needed at all, particularly between Mattocks Tree Hill and Southfields. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp and Ashill. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made. If the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural businesses. This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely making the project viable according to the National Highways figures. Various villages will get all the environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people &amp;</p>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme 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 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) exit, 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>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 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, 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>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>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only</p>	Yes

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			<p>severance of local communities. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. There will also be significant environmental impact: it was revealed at COP26 that construction &amp; the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 also changed materially the Future of Work - recent studies indicate office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken these into account. 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. The measure of a 4-minute improvement in journey time for commuters and holidaymakers does not justify the overall damage to the local residents and communities along the route, especially when there is already an alternative route of the A303 west of Southfields when the traffic is busy on the existing A358.</p>	<p>(WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
1252	1021, 1013	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	<p>I strongly disagree with the proposal - the 'new parallel roads' on each side of the A358 create needless environmental and ecological damage, and a spaghetti junction of roads well suited to a suburban environment, but completely inappropriate and ill-suited to rural south Somerset. There will be significant noise and light pollution affecting the houses in Thickthorn Lane. If the road is to be dualled then a simpler sliproad and bridge would suffice.</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 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>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>	Yes

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1253	1021, 1013	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	I strongly disagree with the proposal to create parallel roads – there should simply be direct access onto the A358 by a conventional junction. I am intrigued by the visits of people looking for badgers in the fields next to this proposed road who said they found none, when I have evidence on a security camera that proves there are badgers in the area. Thickthorn House and Barn Cottage (Grade II listed buildings) are currently under investigation with a wastewater and environmental engineer to find out why the houses are surrounded by so much more water, which is causing subsidence. There is major concern with having an additional 3 lanes of road that might impact on this and cause further damage. The conservation structural engineer is also concerned that vibrations from the existing road could be causing problems, which will be further exacerbated with additional infrastructure.	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.  National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.  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.	Yes
1254	1021, 1013	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	I strongly disagree with the proposal to create parallel roads – there should simply be direct access onto the A358 by a conventional junction. I am intrigued by the visits of people looking for badgers in the fields next to this proposed road who said they found none, when I have evidence on a security camera that proves there are badgers in the area. Thickthorn House and Barn Cottage (Grade II listed buildings) are currently under investigation with a wastewater and environmental engineer to find out why the houses are surrounded by so much more water, which is causing subsidence. There is major concern with having an additional 3 lanes of road that might impact on this and cause further damage. The conservation structural engineer is also concerned that vibrations from the existing road could be causing problems, which will be further exacerbated with additional infrastructure.	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.  National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.  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.	Yes
1255	1021, 1013	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	There is no requirement for road to be dualled and there is no justification for an Expressway.	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.	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1256	1021, 1013	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I strongly disagree with the proposals on the basis that they are unclear and not outlined properly in the consultation brochure. Additionally the local roads through the villages will become less safe as more traffic is pushed off the A358 onto them.	<p>National Highways provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible. Hard copies of materials were available at 11 locations in the vicinity of the scheme.</p> <p>Additionally, contact details, including a freephone telephone number and email address were widely published should anyone need help finding specific documentation, place an order for a hard copy of materials, or to arrange a telephone surgery with the project team.</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>	Yes
1257	1021, 1013	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I strongly disagree with the proposals for construction, and the proposed phasing. The decision to prioritise the A358 upgrade in Second Road Investment Strategy, and to defer the upgrade of Southfields roundabout until Road Investment Strategy 3, risks creating chaos and increasing tailbacks and traffic during peak-times (i.e. rush hour) – the very issue the upgrade is intended, in part, to address. The phasing and prioritisation of the project needs to be fundamentally altered. I would prefer the project did not proceed at all than for it to proceed per the current plan. On the advice of the Traffic Action Network, I understand that your proposed timeline for construction is unrealistically optimistic, and that construction could last for up to five years (or even longer). The scheme is over-specified and would subject local residents, road users and commuters to unnecessary and undesirable disruption. I am very concerned about your plans for local community engagement, on the basis of the woefully inadequate public engagement which has taken place to date. Specific issues include very long lead times for responses to questions raised by email and via telephone with the National Highways public phone line, emails sent to the consultation mailbox, and the SLA for responses of 10 working days. This is clearly unreasonable given the consultation only runs for 30 working days. The 'planning ahead of construction' section in the consultation brochure is inadequate, and assumes individuals have access to the PEI report, or the Technical proficiency required to understand a very complex document which has not been authored for the general public as its intended audience. I strongly disagree with the proposals for 'Planning for construction' and 'site compounds', neither of which have been explained in sufficient detail to enable the general public to understand the impact	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p> <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) exit, 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>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</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 non-technical summary of the PEI Report, the consultation booklet, and a traffic note. This was to help ensure that people could</p>	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>of what is being considered. Moreover I think it is disgraceful how the local residents are effectively being blackmailed into having an Expressway/dual carriageway as a condition to bypass Henlade, which should have been done at the same time as bypassing Hatch Beauchamp and Ashill.</p>	<p>view and engage with as many of the materials as possible during the consultation period.</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 EIA (Infrastructure) Regulations. As set out in the Statement of Community Consultation (Document Reference 5.1, 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 consultations and had the opportunity to contribute to them.</p>	

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1258	1183, 1184	Do you have any other comments you would like to make about our proposals?	<p>Our property will be affected by Noise – the documentation notes an improvement in noise disturbance. This does not take into account the elevated Expressway or the increase of 2 lanes to 6 lanes of traffic. Pollution – the addition volume of traffic using the road. Travel times – each journey will be extended and more convoluted adding to fuel consumption and associated costs.</p> <p>Disturbance for the duration of the build. The blight from the building works and the potential unknown disturbance from any Expressway. We DO NOT support the proposed slip roads on and off for Hatch Beauchamp and associated traffic.</p> <ul style="list-style-type: none"> <li>I strongly reject that the road development is needed at all, particularly between Mattocks Tree Hill and Southfields. The proposal defeats the purpose of the original A358 by-pass in the 1980's to remove traffic from the villages, such as Hatch Beauchamp. National Highways traffic modelling suggests significantly more traffic coming through Hatch Beauchamp on unsuitable roads and past schools, playgrounds and care homes to get access onto the new road. National Highways has failed to make a convincing case for why the development is required: there is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road - tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made.</li> <li>If the road were to go ahead, I strongly believe that National Highways are applying the wrong road standards. There is no case for a 'high quality dual carriageway' (an Expressway in all but name) as proposed in these plans - a dual carriageway would meet demand and increase options for flexibility and local access, as is true elsewhere on the A303 corridor, both in existing and proposed dualled sections. The Expressway design requires significantly more cost, more land-take and construction time/effort. Indeed, the Expressway design appears more similar to a full-blown motorway than a regular dual-carriageway. The A303 itself isn't an Expressway – it remains very unclear why the A358 needs to be a higher standard of road, given it is an 8 mile stretch of road with at least four junctions, therefore there is no meaningful improvement in journey times even by the end of the first year of the road being built. Changing the plan from an Expressway to a conventional dual carriageway would reduce land take for the scheme significantly, making a huge difference for local landowners and agricultural</li> </ul>	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. 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 Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (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 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) submitted within the DCO application. Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in NO2 concentrations within the Air Quality Management Area at Henlade.</p> <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) exit, 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>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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes

Appendix Table 5.3 Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the 2021 statutory consultation and National Highways response

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>businesses.</p> <ul style="list-style-type: none"> <li>This proposal represents a very poor use of public money, especially during a time of spiralling public debt due to the COVID pandemic. The poor design of the proposal has reduced the Benefit to Cost Ratio to a very low level, barely making the project viable according to the National Highways figures. Hatch Beauchamp in particular gets all the environmental impact and none of the economic benefit. There is no economic or quality of life enhancement to local communities and a negligible overall benefit to the national economy, by National Highway's own numbers. There will be significant and irredeemable disruption to local people &amp; severance of local communities. There will be a catastrophic impact on the health and wellness of local people, including the elderly and those with protected characteristics. There will also be significant environmental impact: it was revealed at COP26 that construction &amp; the built environment account for about 35% of total global CO2 emissions: how can National Highways be recommending this proposal when the government is daily warning us of climate change and its catastrophic consequences? Covid-19 also changed materially the Future of Work - recent studies indicate office workers in services/knowledge-based industries are likely to work from home 2-3 days a week, long term, though National Highways modelling has not taken these into account. 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.</li> </ul>	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
1259	1183, 1184, 1186	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>I strongly disagree with the proposal</li> <li>It is a needless land-grab which creates orphaned farmland between the proposed connecting road and the A358 dual carriageway. A sliproad from the A358 northbound would suffice</li> <li>This junction is to open another piece of land to development for commercial and residential use.</li> </ul>	The 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 use. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	Yes

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1260	1183, 1186	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable. The project will simply move the problems seen at Henlade to Hatch Beauchamp.</li> <li>The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.</li> </ul>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
1261	879, 1195	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I strongly disagree with the proposals for construction, and the proposed phasing. The decision to prioritise the A358 upgrade in Road Investment Strategy 2, and to defer the upgrade of Southfields roundabout until Road Investment Strategy 3, risks creating chaos and increasing tailbacks and traffic during peak-times (i.e. rush hour or holiday season), which is a key proposed objective of the scheme. This may never be resolved if the Southfields roundabout fails to get sufficient funding. The phasing and prioritisation of the project needs to be reconsidered from scratch. I would prefer the project did not proceed at all than for it to proceed as currently proposed. On the advice of the Traffic Action Network, I understand that your proposed timeline for construction is unrealistically optimistic, and that construction could last for up to five years (or even longer). The scheme is over-engineered for its requirements and would subject local residents, road users and commuters to unnecessary and undesirable disruption and blight as well as increasing expense for the taxpayer in its construction.	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p> <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) exit, 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>	Yes



Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1262	879, 1195	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>I strongly disagree with the findings of the Preliminary Environmental Impact Assessment. The non-Technical summary document is difficult to access and should have been incorporated into the consultation brochure. The general public should be consulted on the environmental impact of the project once the Environmental Impact Assessment has been completed and made available for extensive review. It is unacceptable that the public are expected to form a view based on preliminary findings. I am aware from surveys on our land and others that even the ecology surveys remain in flight and some, such as those linked to cultural history, have not started. The document itself was overly complex for the public to access, let alone in only six weeks with minimal notice, but yet incomplete as the surveys are not finished. I believe that NH has failed to consult adequately with the public, in its rush to complete the DCO before a funding review cycle. The proposed project will have a devastating impact on the local landscape, which is cherished by local residents and visitors alike. The only thing that is clear is that the cultural heritage of South Somerset will be severely impacted by a needlessly imposing road development, which sits uneasily with the traditional, agricultural heritage of this part of the county. The terrible impact of noise pollution and visual blight from the road cannot be overstated. The existing road already creates negative environmental impacts 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 reduced local direct access to the A358 resulting from the removal of 18 existing junctions will create rat-runs through Hatch Beauchamp, Ashill and other villages, creating further noise, light, and air pollution in the very communities that the existing A358 was built to bypass and protect. These communities are being asked to suffer significant environmental impact with absolutely no economic, or other, benefit. All local journey times will increase given the reduction in connectivity from 18 access points to two junctions between Mattocks Tree Hill and Southfields, therefore further worsening emissions and quality of life for local users, whether residents or visitors. NH's shows no meaningful commitment to wildlife or biodiversity and proposes mitigation which is irrational in terms of land use and unlikely to have much practical benefit for the species it should protect, whose environments will never recover from being next to a road styled as an Expressway. However, these mitigations have devastating effects for local landowners and agricultural businesses -including those which embody the cultural and environmental landscape</p>	<p>The Environmental Statement (Document Reference 6.2) 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>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>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. This is outlined in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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 has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>Habitat protection measures are detailed within the EMP; such measures include the establishment of no-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>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>	Yes

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			of the area. The project will also have a detrimental impact on climate change, both in the initial construction phase, and by providing additional unrequired road capacity, in encouraging the proliferation of car traffic, when, this year above all other years given the UK's hosting of COP26, we should be encouraging more creative, multi-modal transport solution which help support the UK's goals for net zero. Construction and the built environment accounts for over one third of global CO2 emissions. 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.	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.	
1263	879, 892, 991, 1181, 1183, 1184, 1186, 1195	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity. The 'new parallel roads' on each side of the A358 create needless environmental and ecological damage, and a spaghetti junction of roads better suited to a suburban environment, but completely inappropriate and ill-suited to rural Somerset. The objectives of the business case could clearly be achieved with a greatly simplified scheme with simpler, conventional junctions. There will be terrible environmental damage created by such extensive development, with corresponding negative consequences for the impact on local wildlife, and the views from nearby walking trails, cycle routes and bridleways, in addition to the noise and air pollution created by the construction and subsequent operation 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 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>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>	Yes
1264	879, 892, 991, 1021, 1013, 1181, 1183, 1184, 1186, 1195	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, therefore there is no need for a bridge as local access (via slip-roads and junctions) can be maintained.	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.	Yes
1265	879, 892, 991, 1021, 1013, 1181, 1183, 1184, 1186, 1195	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Preference: Option 1 - Provide a connecting link road between Capland Lane and Village Road Reason: I strongly disagree with the proposal – this section of the A358 should not be dualled. However Capland should not be severed from local routes for local homeowners and agricultural businesses.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes

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1266	879, 892, 991, 1021, 1013, 1181, 1183, 1184, 1186, 1195	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	I strongly disagree with the proposed development – this section of the A358 should not be dualled at all, removing the need for further connectivity.	<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 scheme 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 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>	Yes
1267	892, 1021, 1013, 1181	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	The proposed bridge at Bickenhall Lane poses a very significant danger to residents, walkers, horse riders and cyclists, and will destroy the heart of Hatch Beauchamp. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models have to be caveated because of unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The project will simply move the problems seen at Henlade to Hatch Beauchamp. The proposed Bickenhall Lane flyover will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The bottlenecks will increase where the road becomes 30mph and then gives way to Village Road. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements. The only acceptable version of this proposal is if the bridge were made accessible only to walkers, cyclists, horse riders and disabled users and local agricultural vehicles, but not public vehicles.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

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1268	892, 1021, 1013, 1181, 1183, 1184, 1186	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	I strongly disagree that this road is needed. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient. The proposal creates needless environmental damage to a greenfield site and is not required. It would encourage a rat-run through Hatch Beauchamp.	<p>The link between Village Road and the Mattock's Tree Green eastern dumbbell roundabout is necessary to provide a safe link between Hatch Beauchamp and the A358. If the link is not included, traffic to and from Hatch Beauchamp would be routed more than one kilometre out of their way along minor roads, causing congestion and safety hazards in places like Meare Green Lane and Oldway Lane.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
1269	892, 991, 1021, 1013, 1181, 1183, 1184, 1186	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	This section of the road should not be dualled. Dualling this section of road has significant detrimental impact to the environment, health, quality of life and livelihoods of all those living between Griffin Lane and Ashill which are not outweighed by the purported benefits of the scheme and entirely contradict its objectives. These damaging impacts include severing communities, lengthening all local journey times, making local roads dangerous by forcing more traffic through villages with unfit infrastructure (such as narrow lanes), detracting from quality of life and worsening health outcomes for residents and visitors, including those in schools, playgrounds and care-homes by increasing traffic flow, noise, light and pollution. It entirely negates a central objective of the existing A358 which was to act as a bypass for Hatch Beauchamp by giving local traffic safer and quicker routes rather than having to use Hatch Beauchamp as a through road. However, the new scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, combined with two flyovers within 500m of each other into the village. The new scheme reverses all benefit of the Hatch Beauchamp bypass and will make local villages, particularly Hatch Beauchamp, into rat-runs and glorified junctions. This is both dangerous and has a detrimental and sustained impact on quality of life, which is significantly worse than occasional queuing on the existing purpose built A358. The overall benefit cost ratio for the project is negligible (at no more than 1.2) and for this section of the road, likely non-existent. There is only local detriment to local residents and businesses as it restricts accessibility and worsens their environment and health	<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>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 dualling 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 the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the detailed design stage.</p>	N/A

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			<p>outcomes. By contrast, dualling this section of road would not even have a 1-minute benefit to the total journey time of non-local traffic travelling the full 8 miles of the A358, therefore any overall economic benefit is negligible at best. This section of the road does not need dualling and the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfields roundabout, where there are more regular bottlenecks. Even if a dual carriage way were required, it should not be an Expressway. The negative impact on safety, health, well-being, environment, local business viability and local community ties is significantly worsened by the over-engineering of an Expressway, rather than a standard dual carriage way. A conventional dual carriageway (including with local access) would be the same standard as much of the new proposed and existing A303 in the corridor and would reduce cost, time and disruption to build. It would have less adverse consequences for the environment, quality of life, health and economic and community impacts currently proposed for all local villages and communities. A standard dual carriageway would likely reduce agricultural and rural landtake by up to 50% compared to the proposal and will not so egregiously scar the countryside with an unnecessary urban, motorway style design and will allow more flexibility to resolve local accessibility issues. The proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse riders and cyclists and will destroy the heart of Hatch Beauchamp. The proposal to use Bickenhall Lane to solve the issue of community severance across the A358 was hastily designed in Summer 2021, having not been present in any previous plans or consultations. National Highways concede there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID. This lack of attention to detail is utterly unacceptable when the result will significantly ruin the quality of life for Hatch Beauchamp for generations to come. The project will simply move the problems seen at Henlade to Hatch Beauchamp. The proposed bridge at Bickenhall lane will likely drag thousands of additional vehicles a day through Hatch Beauchamp, primarily using it as a rat-run to access the A358 through the Mattocks Hill/Village Road connection. The proposed bridge includes two-way traffic and access for walkers, horse riders and cyclists. However, shortly after the bridge (on both sides) Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic. It will cause bottlenecks, delays, and likely accidents. The</p>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	

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			bottlenecks will increase where the road becomes 30mph and then gives way to Village Road in Hatch Beauchamp village. The increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents. The traffic will be forced past the village school, the children's playground, village green, and local businesses through roads which have parked cars, few streetlights and no pavements.		
1270	892, 991, 1021, 1013, 1181, 1183, 1184, 1186	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	I strongly disagree with the proposal to create parallel roads – there should be direct access onto the A358 by a conventional junction, which would negate the need for an additional road, and the associated environmental impact.	<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 dualling 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>In the vicinity of Ashill, connectivity across the A358 for vehicles is provided at Village Road overbridge to the north and Ashill junction overbridge to the south. These are connected on the southern side of the widened A358 by the existing Ashill Road (Old A358) and on the northern side of the widened A358 via the new Stewley Link and Capland Link road. Connectivity for walkers cyclist and horse-riders is also proposed across the A358 at High Bridge and Sunnyside Underpass.</p>	N/A

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1271	892, 991, 1021, 1013, 1181, 1183, 1184, 1186	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	I strongly disagree with the findings of the Preliminary Environmental Impact Assessment. The non-technical summary document is difficult to access and should have been incorporated into the consultation brochure. It's even more difficult to access the FULL report, to which this question refers. I strongly believe that the general public should be consulted on the environmental impact of the project only when the Environmental Impact Assessment has been completed, and made available for extensive review. It is unacceptable that the public are expected to form a view based on preliminary findings only. The proposed project will have a devastating impact on the local landscape, which is cherished by local residents and visitors alike. The cultural heritage of South Somerset will be severely affected by this grandiose and overblown road development, which overwhelms the traditional, agricultural heritage of this part of the county. The impact of noise pollution cannot be overstated. The existing road already has a major impact on 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 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 in the very communities that the existing A358 was built to bypass and protect. The project will also have a detrimental impact on climate change, both in the initial construction phase, and by providing additional unrequired road capacity, in encouraging the proliferation of car traffic, when, this year above all other years given the UK's hosting of COP26, we should be encouraging more creative, multi-modal transport solution which help support the UK's goals for net zero. Construction and the built environment accounts for over one third of global CO2 emissions. 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>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.</p> <p>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 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</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>	N/A

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1272	892, 991, 1181, 1183, 1184, 1186	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	I strongly disagree with the proposals on the basis that they are unclear, and not outlined properly in the consultation brochure. I do not have access to the PEI report, and should not have to read a detailed Technical document to establish what is proposed to provide such provision	<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.</p> <p>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 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 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. 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>	N/A



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1273	892, 991, 1181, 1183, 1184, 1186	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	I strongly disagree with the proposals for construction, and the proposed phasing. The decision to prioritise the A358 upgrade in Road Investment Strategy 2, and to defer the upgrade of Southfields roundabout until Road Investment Strategy 3, risks creating chaos and increasing tailbacks and traffic during peak-times (i.e. rush hour) – the very issue the upgrade is intended, in part, to address. The phasing and prioritisation of the project needs to be fundamentally altered. I would prefer the project did not proceed at all than for it to proceed per the current plan. On the advice of the Traffic Action Network, I understand that your proposed timeline for construction is unrealistically optimistic, and that construction could last for up to five years (or even longer). The scheme is over-specified and would subject local residents, road users and commuters to unnecessary and undesirable disruption. I am very concerned about your plans for local community engagement, on the basis of the woefully inadequate public engagement which has taken place to date. Specific issues include very long lead times for responses to questions raised by email and via telephone with the National Highways public phone line, emails sent to the consultation mailbox, and the SLA for responses of 10 working days. This is clearly unreasonable given the consultation only runs for 30 working days. The 'planning ahead of construction' section in the consultation brochure is inadequate, and assumes individuals have access to the PEI report, or the technical proficiency required to understand a very complex document which has not been authored for the general public as its intended audience. I strongly disagree with the proposals for 'Planning for construction' and 'site compounds', neither of which have been explained in sufficient detail to enable the general public to understand the impact of what is being considered.	<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). 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 adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</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 non-technical summary of the PEI Report, the consultation booklet, and a 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
1274	892, 991, 1181, 1184, 1186	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thicket Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	I strongly disagree with the proposal to create parallel roads – there should simply be direct access onto the A358 by a conventional junction	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A

Row ID	PIL ID	Survey question (if relevant)	Matters raised in response to statutory consultation. Matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1275	991, 1021, 1013, 1181, 1183, 1184, 1186, 1195	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>I strongly disagree with the proposal to create a parallel access road to Mattock's Tree Lane, connecting Village Road.</li> <li>There should simply be a slip road to enable southbound access to the A358 from village road.</li> <li>Northbound access to the A358 for residents of Hatch Beauchamp is adequately provided by Oldway lane and Meare Lane.</li> <li>The proposals, when considered alongside the lack of proposed access to the A358 for other villages, would create a rat-run through Hatch Beauchamp</li> </ul>	<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>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. An additional junction would also have additional environmental impacts</p>	N/A
1276	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>All the local residents and people that use the road regularly know that there is no need the dual the road. There are issues with congestion yes, but these are easily solved with constructing an unnecessary dual carriageway along the entire A358. There is a need to bypass Henlade and improve Southfields roundabout. If this was done the rest of the route could be left as is and journey times would be the same as if there was a dual carriageway, saving hundreds of millions and reducing disruption for the local communities. I use the road every day for work, the problems are at either end 90% of the road flows perfectly as it is. The impact on the local community and wildlife is going to be immense and irreversible. The proposed route makes journeying to other villages and further afield convoluted and complicated for the residents in a close vicinity of the road. There are not enough provisions made for the increased noise and light pollution for the residents. If the scheme goes ahead we would expect more effective solutions. The cost implications of this road construction is overwhelming. Other British countries have put such infrastructure projects on hold for a reason. Tax payers money would be much better used providing housing and social care for those in greatest need not looking at saving a few minutes on journey times along a 10 mile stretch of road.</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 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>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>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. This is outlined in Environmental Statement Chapter 7 Landscape (including associated appendices) (Document Reference 6.2) and shown on the Environmental Masterplans (Document Reference 6.3) which support the Landscape and Visual Assessment (LVIA).</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, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	N/A

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1277	951, 1041	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>Land at Haydons Green The land at Haydons Green is recognised within the Council's emerging evidence base as having development potential, and therefore a site which could be taken forward as an appropriate and sustainable long-term strategic growth option for Taunton.</p> <p>PIL ID 951 are major investors in the immediate area and are promoting development locally as referred to above, and through which the preferred routing option for the A358 Taunton to Southfields Dualling Scheme is now confirmed to pass through. The impact (in terms of land take) of the scheme on the development commitment at Nexus25 and development potential to deliver the Haydons Green, a new community is presented in Plan HLM036-056 (Appendix 1), that supports these representations.</p> <p>PIL ID 951 and their highways consultant have continued to engage directly with National Highways (NH) and meetings have taken place with NH (at the time Highways England) or their representatives since July 2015 and most recently in October 2021 regarding the alignment and impacts of the A358 proposals on Haydons Green and have also submitted formal consultation responses at all stages of the process. A record of the meeting dates is presented within supporting technical note prepared by JUBB (Appendix 2)</p> <p>Whilst we are grateful for discussions facilitated with NH to date, we are left disappointed and frustrated that at our most recent meeting neither the representatives of NH nor the consultant team ARUP appeared aware of any proposals at Haydons Green, despite the many engagement activities (both formal consultation and informal workshop/ briefings) spanning more than 5 years.</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>The proposed A358 project by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 Taunton to Southfields scheme to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).</p> <p>National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. The most recent meeting was held in September 2022. National Highways have taken onboard feedback especially around the mitigation design and flood compensation and have incorporated some changes as appropriate at their request. For example, National Highways has removed 7 hedgerow improvements, added in 5 new hedgerow improvements and removed an area of grassland creation.</p>	No

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1278	951, 1041	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>Grade separated junctions We strongly maintain that the addition of 'grade separated' or other 'free flow' junctions to the new dualled route should not be excluded or discounted at this or later stage, should a case to support such connection materialise in the near future. Such features will assist in connectivity between potential future development parcels, minimise issues of severance and will enhance connectivity to the committed Nexus25 employment site and beyond to the wider Taunton area to the west through either proposed new links over the M5 or an enhancement of an existing link at Haydon Lane.</p> <p>We have previously identified that traffic modelling for an earlier iteration of the project reported adverse impacts of queuing in the morning peak. Whilst it is understood that measures are proposed to deliver additional highway capacity at these junctions in the latest scheme, there is no capacity modelling within the current consultation Preliminary Environmental Report to determine whether these issues are indeed resolved.</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 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 Development Consent Order, if made, would be implemented in accordance with the approved documents and drawings. The preliminary design has taken into account planned or committed measures, and as such is appropriately future proofed. During detailed design, there is scope for minor changes in accordance with the approved design and as controlled by the Development Consent Order.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location</p> <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>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. 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.</p> <p>The methodology and results of the traffic modelling is reported in the ComMA Report (Document Reference 7.4).</p>	No
1279	951, 1041		<p>Impact on Nexus 25 It is therefore not possible to determine whether the Nexus25 or indeed other developments in the locality will be negatively impacted by the proposals. It is evident from the data we have been able to analyse to date that Nexus25 will not operate efficiently with 17-minute delays at its access. We cannot comment on the robustness of the proposals in transport terms, as we have not had sight of any further evidence to demonstrate that this impact has been addressed. We have requested sight of the ACRADY and LINSIG models developed for the Nexus roundabout and Junction 25 but have not received the data.</p>	<p>National Highways has undertaken traffic modelling to assess how the Nexus 25 roundabout would operate under future conditions with different forms of junction. The results shows that the proposed changes to the Nexus 25 junction are necessary to provide additional capacity to cater for the increased traffic volumes that are forecast to travel along the A358 with the scheme in place, and that a signalised junction best accommodates this traffic. A signalised junction allows for at-grade pedestrian crossing facilities to be incorporated and allows for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions.</p> <p>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, including the full outputs from the operational models, are reported in the ComMA Report (Document Reference 7.4) and its appendices.</p>	No

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1280	951, 1041		Lack of modelling data It is not appropriate, nor reasonable for a scheme of this nature and scale to omit modelling data from the statutory public consultation process. It is essential data that is required to assess whether indeed the junctions will be operating within capacity and without significant delays/queues, and therefore a fundamental part of a considered response to this consultation question.	National Highways acknowledges that some consultees and stakeholders would have preferred to have access to more information at statutory consultation in 2021. We took this feedback on board and provided significantly more traffic information in the supplementary consultation in 2022, including details of junction operation. The methodology and results of the traffic modelling are reported in more detail in the ComMA Report (Document Reference 7.4).	No
1281	951, 1041		Deviance from approved masterplan and lack of landowner dialogue We note that JLL has submitted representations on behalf of HBD expressing disappointment that the road scheme proposals do not reflect the approved masterplan for the Nexus25 Strategic Employment Site and raise the lack of dialogue to date with HBD as landowner and developer of the Nexus25 site.	National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.  The proposed A358 project by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 Taunton to Southfields project to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).  National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. The most recent meeting was held in September 2022. National Highways have taken onboard feedback especially around the mitigation design and flood compensation and have incorporated some changes as appropriate at their request. For example, National Highways has removed 7 hedgerow improvements, added in 5 new hedgerow improvements and removed an area of grassland creation.	No

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1282	951, 1041	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	<p>Cycling and walking proposals As reported in our response to Q1b) and Q1c), the proposed new community would be severed by the alignment of the realigned A358. The community would include local centres, schools, employment, and leisure facilities that would need to be accessed by residents living to the north and to the south of the proposed dual carriageway.</p> <p>It is therefore essential that the proposed dual carriageway is future proofed to enable pedestrians and cyclists to cross the road alignment. Due to the proposed vertical alignment of the dual carriageway in the vicinity of the proposed new community being approximately 4m above existing ground levels, an underpass through the road embankment would seem to most suitable option.</p> <p>There are two proposed culverts beneath the dual carriageway which are labelled as Black Brook Tributary Culverts 1 and 2 on the general arrangement drawings (Section 1). These culverts could be modified to enable pedestrian and cycle access alongside the brook and would enable pedestrians and cyclists to travel underneath the road at existing ground levels to reach the facilities on either side of the road and reduce the severance and connectivity issues created by the A358 scheme.</p> <p>The location of these culverts is identified on plan HLM036-056 (Appendix 1). Designing culverts that are accessible to pedestrians and cyclists will also prevent the lengthy diversions of public rights of way T22/5, T22/7 and T22/6, of significant benefit to existing walkers in the area as well as potential future residents of the new community. Further detail is provided in Technical Note prepared by JUBB (appendix 2).</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>Notwithstanding the Local Plan process, being the responsibility of the relevant Local Planning Authority, National Highways can confirm that neither of the two culverts between the Nexus 25 junction and Stoke Road overbridge would have adequate headroom for walking, cycling or horse-riding users. The clearances through the Black Brook Tributary structures would be 2.0m at culvert 1 and 1.6m at culvert 2. Scheme crossings would be available at the Nexus 25 junction and Stoke Road, and these are conveniently located for existing trip attractors.</p>	No

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1283	951, 1041	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	<p>Walking, cycling and biodiversity proposals</p> <p>The Haydons Green proposals identify the potential to create a green bridge to accommodate biodiversity movements (badger, bat, and dormouse) along with walking and cycling, linking proposed new communities to north and south of A358 (see HLM036-056 Appendix 1)</p> <p>We strongly maintain that the proposals should maximise all opportunities for connecting local routes for all users but in a way that maximises land efficiencies. For example, multifunctional green corridors could function as landscaping, active travel routes and biodiversity net gain.</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and will continue to engage with PIL ID 951 should any future scheme come forward at Haydons Green.</p> <p>The proposed A358 scheme by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 scheme to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).</p> <p>Additional measures have 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 passage beneath the scheme even in times of flood. Badger tunnels would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate.</p>	No
1284	951, 1041	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	<p>Stoke Road</p> <p>Stoke Road is currently the sole vehicular connection between the communities of Ruishton and Upper Henlade to the north and Lower Henlade and Haydon to the south, the retention and integration of this key route within the scheme is therefore critical and as such we support the principle of the provision of a new bridge to retain this connectivity, more so important in the context of the proposed "stopping up" of Greenway Lane (eastern section) where it connects onto the existing A358.</p>	<p>National Highways welcomes the support provided for the overbridge at Stoke Road. A number of new public rights of way have been included in this area to improve connectivity and reduce severance.</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).</p>	No
1285	951, 1041	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	<p>WCH provisions</p> <p>The GA Section 1 plans show a broad carriageway but does not convey any detail in terms of provision of foot or cycle connections. We consider foot/cycle provision across this route to be a necessary and critical element of the bridge proposals, to ensure that every opportunity is made to deliver on the scheme objectives, most relevant being improving safety and reducing severance through enhancements and improvements to walking, cycling and horse-riding provision.</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).</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the next design stage.</p> <p>Stoke Road realignment would retain the existing cross-section that it ties into, i.e. a carriageway with a grass verge on both sides.</p>	No

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1286	951, 1041	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Community Severance It is clear that the A358 dualling will create severance issues for the existing communities at Upper and Lower Henlade and Haydon. We also comment on the real and significant potential for the dualling to severe a proposed new community, not only by virtue of the removal of vehicular access opportunities, but also in terms of reduction in pedestrian and cycle movement.	National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.  The proposals aim to improve connectivity between towns whilst maintaining connectivity between villages and communities. Where appropriate, the design has responded to potential severance effects and proposed infrastructure which seeks to reduce severance and ensure continued accessibility for residents and businesses.  Scheme crossings would be available at the Nexus 25 junction and Stoke Road, and these are conveniently located for existing trip attractors.	No
1287	951, 1041	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Culvert underpass proposals It is essential that the proposed dual carriageway is future proofed to enable pedestrians and cyclists to cross the road alignment. Therefore, in addition to the bridge link over A358 at Stoke Road, additional connectivity should be sought. Due to the proposed vertical alignment of the dual carriageway in the vicinity of the proposed new community being approximately 4m above existing ground levels, an underpass through the road embankment would seem to most suitable option. Some options for utilising existing culverts are identified on plan HLM036-056 (Appendix 1). Further detail is provided in our response to Q5.	Connectivity for pedestrians and cyclists via Stoke Road is considered to be convenient as well as adequate for demand without the provision of an additional underpass culvert.  National Highways can confirm that neither of the two culverts between the Nexus 25 junction and Stoke Road overbridge would have adequate headroom for walking, cycling or horse-riding users. The clearances through the Black Brook Tributary structures would be 2.0m at culvert 1 and 1.6m at culvert 2. Scheme crossings would be available at the Nexus 25 junction and Stoke Road, and these are conveniently located for existing trip attractors.	No
1288	951, 1041	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	General Having regard to the dualling scheme's objectives that lead with facilitating growth of both housing and employment at key locations along the project corridor, we trust that NH will support our reasonable and justifiable position to continue close dialogue to continue to discuss options for the design of the scheme to provide for a future connection to the existing A358 to connect the new communities north and south of the new dualled route, to support the opportunity to deliver comprehensive and sustainable growth at scale.	National Highways welcome engagement to date from PIL ID 951 and commit to continuing dialogue as the scheme progresses.	No



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1289	951, 1041	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	<p>Futureproofing development We consider that National Highways must approach the construction and phasing of this scheme, in its widest sense, in a clear and staged manner to ensure that delivery of potential future development land is not frustrated through an onerous and rigid programme that prevents development from coming forward where it can reasonably be delivered alongside construction of the road.</p> <p>NH should ensure that the proposals are sufficiently futureproofed so as to allow future developments within close proximity to address possible technical constraints such as noise, at source.</p> <p>In this regard, we wish for National Highways to clarify the position with respects to rights to make changes to the scheme (wider supporting infrastructure/ mitigation) in the future, if required and justified to support additional good growth.</p>	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p> <p>The Development Consent Order, if made, would be implemented in accordance with the approved documents and drawings. The preliminary design has taken into account planned or committed measures, and as such is appropriately future proofed. During detailed design, there is scope for minor changes in accordance with the approved design and as controlled by the DCO.</p>	No
1290	951, 1041	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>General The PEI states at para 1.1.5 that 'the proposed scheme design is currently under development, environmental information is still being assembled, and impacts are still being identified. The information contained within this PEI Report should be regarded as a preliminary account of the principal environmental issues identified to date'. We therefore trust that our concerns and alternative solutions identified in this response will be taken into account as part of the development of the proposals to ensure the scheme achieves the 10 main project objectives identified in the PEI.</p> <p>PIL ID 951 have presented a range of comments both in terms of the dualling scheme itself and the environmental information submitted in support of the proposal.</p>	<p>The purpose of the 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 Environmental Statement (Document Reference 6.2) sets out where there would be positive and adverse likely effects, including any appropriate mitigation or enhancement measures. The environmental case for the scheme is set out in Chapters 6 to 8 of the Case for the Scheme (Document Reference 7.1).</p>	No

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1291	951, 1041	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>Ecology and Biodiversity</p> <p>Whilst we support the principle of biodiversity net gain and acknowledge that this is now enshrined in the Environmental Bill which recently achieved Royal Assent, it is considered there is benefit in a collaborative approach to deliver a more creative and efficient biodiversity scheme which does not sterilise potential development land for 30-years minimum and ensures a better outcome for the environment with respects to connectivity and habitat functionality.</p> <p>Para 7.8.3 The landscape Objectives for the proposed scheme are to:</p> <ul style="list-style-type: none"> <li>• Link with local green infrastructure strategies, initiatives, and strategic green infrastructure opportunities.</li> <li>• Reinforce landscape structure perpendicular to, as well as along the road corridor.</li> <li>• Reinstate vegetation and screening function lost alongside existing road corridor during construction.</li> <li>• Design planting and structures to respond to local typologies and characteristics.</li> </ul> <p>Haydons Green scheme provides a significant green infrastructure resource potential for which the dualling scheme could integrate with (both in terms of biodiversity enhancements and mitigation) to deliver an enhanced interconnected multifunctional network of green corridors and open space which fully integrates the two schemes thereby fully satisfying the landscape objectives noted above, whilst delivering infrastructure enhancements and enabling strategic scale growth of a mixed use community within this location.</p> <p>One biodiversity enhancement solution is presented in the PEI Report, but there is insufficient information to determine the robustness of that mitigation, or indeed, whether it does present the most robust and optimal solution in mitigation terms, having regard to the criteria presented above.</p> <p>To evidence this point, Chapter 8 Biodiversity provides an overview of the ecological survey work to date but highlights that further detailed survey work is being conducted in 2021. Of most significance from a high-level landscape scale perspective, is the potential for the Duelling Scheme to impact upon Annex II bat populations through the loss of “functionally linked” habitat, and it notes that Hestercombe House SAC and Exmoor and Quantock Oakwoods SAC, both of which designated for bats, will be taken forward for appropriate assessment as part of the HRA process, for which the information is still in the</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</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. 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 otherwise isolated parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. In key locations along the scheme, the creation of habitats will start in advance of construction works to allow as much time as possible within the construction window for habitats to develop.</p> <p>National Highways has completed updated habitat surveys of the entire scheme, using the UK Habitat Classifications, and the UK Habitat Classification report is provided in Environmental Statement Appendix 8.1 (Document Reference 6.4).</p> <p>As part of the DCO application, National Highways has prepared an Environmental Management Plan (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>	No

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			<p>process of being gathered including within woodlands to the south of Haydon Green.</p> <p>An example of a synergy - in mitigation terms, is that Haydons Green provides an opportunity to deliver enhanced connectivity between the GI proximate to the dualled road corridor and the woodlands to the south, strengthening habitats for bats through woodland planting, and also provides opportunities for creating new bat foraging and roosting habitat.</p> <p>The overall quantum of green space proposed, designed and delivered as an interconnected approach between Haydons Green and the dulling scheme can also ensure sufficient mitigation and enhancement will be in place for other protected species, so far confirmed present such as dormice, and will increase the likelihood that cross compliance in terms mitigation licencing between the two schemes is both successful and straightforward.</p>		

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1292	951, 1041	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Flooding</b> The nature of the road design itself, its horizontal and vertical profile, and approach to flood compensation and drainage attenuation (GA Section 1) presents some 25ha impact to Haydon Green proposals, in land take terms (see plan HLM036-056). Incorporation of the proposed flood compensation areas results in significant land-take alongside the main A358 carriageway and significantly impacts potential future development.</p> <p>Similar to the transport modelling, PIL ID 951 and their consultant team have requested detailed modelling and CAD files that support the flood modelling proposals, but as yet these have not been forthcoming. Without the full modelling information, it is difficult to ascertain why the surface water attenuation, particularly the climate change allowance areas, are so large.</p> <p>It is not appropriate, nor reasonable for a scheme of this nature and scale to omit modelling data from the statutory public consultation process. It is essential data that is required to assess the road proposals and therefore a fundamental part of a considered response to this consultation question.</p> <p>In our response to Q1c) we set out opportunities for more efficient systems, such as swales adjacent to the highway like the system used for the North-East Bridgwater strategic development which PIL ID 951 were involved in delivering, to be considered. We have previously expressed to NH the potential opportunity to assisting in the provision of requisite flood compensation areas. Further details can be provided if that would be of assistance.</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, including flood modelling. 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.</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>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 Environmental Impact Assessment Regulations.</p> <p>The location of replacement flood storage is dictated by connection to the floodplain being lost and the level of the land. Therefore, the ability to provide replacement flood storage is constrained by topography. However, these suggestions will be examined in relation to the volume and level of replacement flood storage required at detailed design stage should the scheme proceed.</p> <p>Further to statutory consultation, engagement has taken place with PIL ID 951 and the requested modelling information shared. Following additional modelling and results of the fluvial modelling, proposed flood compensation features have been rationalised to limit the impact on the land interest.</p>	No
1293	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>Haydons Green and NH engagement PIL ID 951 have actively engaged with National Highways (formerly Highways England) for a number of years on this project between 2015 and most recently in 2021 and have responded to the previous consultation on the alignment of the route in 2018. We have been encouraged to share emerging thinking in relation to the development of proposals for Haydons Green and have been reassured that mutual sharing of NH data and modelling assumptions will also be made available to us. However, most recent attempts to engage with NH has left the us needing to return to first principles, to introduce the scheme – despite over 5 years of previous discussions with the hope to positively influence the road scheme and look collaboratively at the design and scheme mitigation to help support future delivery of growth at Henlade.</p>	<p>National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. National Highways have taken onboard feedback especially around the mitigation design and have incorporated some changes as appropriate at their request.</p>	No

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1294	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>General</p> <p>We consider that the principle of development of the A358 Taunton to Southfields dualling scheme will bring benefits to the area, however we are compelled, given the significant impact the road scheme may have on the Haydons Green, to set out serious reservations to the scheme as currently presented, which must be taken into account in the refinement of the scheme.</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. National Highways have taken onboard feedback especially around the mitigation design and have incorporated some changes as appropriate at their request.</p>	No
1295	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>Southern spur to join M5</p> <p>We also wish to clarify the nature of the potential for a southern spur. Indeed, at a recent meeting with NH representatives in October 2021 it was explained that the design of the A358 dualling was being progressed so as not to preclude a southern spur from the A358 to join the M5 at a point to the south of junction 25 of M5, however this feature does not form part of this current consultation. Clearly a southern spur could have additional impacts upon the proposed new community Haydons Green and therefore it is essential that we understand and can comment on the implications of such a proposal. The A358 design has clearly been developed with this spur in mind and as such this information should form part of the public consultation information.</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 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>There are no proposals to include a southern spur to connect the A358 to the M5. If a need was identified in the future, the development of any proposals would be subject to necessary planning process and approvals.</p> <p>The Development Consent Order, if made, would be implemented in accordance with the approved documents and drawings. The preliminary design has taken into account planned or committed measures, and as such is appropriately future proofed. During detailed design, there is scope for minor changes in accordance with the approved design and as controlled by the Development Consent Order.</p>	No

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1296	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>Futureproofing for development</p> <p>In summary, PIL ID 951 strongly state that the new dulled route should, as far as reasonably possible, seek to minimise the sterilisation or impact on land that has the potential to sustainably meet the future strategic growth potential at Haydons Green, and should include features to safeguard or mitigate against future landscape and amenity impacts (such as through landscaping buffers or acoustic attenuation) to baseline standards or better. It is within this context that we consider that several efficiencies exist which would refine the proposed scheme for the better of the environment, safeguard potential future development parcels and ensure maximum cost benefit for the public purse.</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>The proposed A358 project by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 Taunton to Southfields project to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).</p> <p>The Environmental Strategy is to invest for the long-term and capture the vision for the environment which is "a strategic road network working more harmoniously with its surroundings to deliver an improved environment". The potential for environmental benefits is identified within the Environmental Statement (Document Reference 6.2), for instance the benefits on air quality on the Air Quality Management Area in Henlade, outlined in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).</p>	No

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1297	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>Grade separated junctions</p> <p>It is also considered that the potential to add 'grade separated' or other 'free flow' junctions to the new road link should not be excluded or discounted at this or later stage should a case to support such connection materialise in the near future. Such features would assist in connectivity between potential future development parcels, minimise issues of severance and would enhance connectivity to the committed Nexus25 employment site and beyond to the wider Taunton area to the west through either proposed new links over the M5 or an enhancement of an existing link at Haydon Lane. We therefore strongly maintain a future connection to Haydons Green should be safeguarded as part of the design of the dualling scheme. We therefore hope that, following this public consultation, a dialogue can be held to explore a potential connection point between the two proposals.</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 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 Development Consent Order, if made, would be implemented in accordance with the approved documents and drawings. The preliminary design has taken into account planned or committed measures, and as such is appropriately future proofed. During detailed design, there is scope for minor changes in accordance with the approved design and as controlled by the Development Consent Order.</p> <p>At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 business park development, Taunton Gateway Park and Ride and local connections into Henlade and Creech St Michael. Given this, and the proximity of Nexus 25 to M5 junction 25, a grade separated junction with a bridge is not considered to be appropriate at this location.</p> <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>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. 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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. National Highways have taken onboard feedback especially around the mitigation design and have incorporated some changes as appropriate at their request.</p>	No
1298	951, 1041	Do you have any other comments you would like to make about our proposals?	<p>General/consultation</p> <p>We trust all of the comments made to this consultation will be taken into consideration in refining the proposed scheme ahead of the submission for a Development Consent Order. It is essential that positive and meaningful dialogue is established to secure the delivery of the road in a form that delivers mutually beneficial solutions to both dualling scheme and future growth at Haydons Green.</p>	National Highways acknowledges this comment and confirms that regard has been made to all comments made by PIL ID 951 in the consultation process.	No

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1299	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Concerns regarding Objective 1 - Employment and Objective 2 - Housing As referred to in Q1a) PIL ID 951 and their consultant team have engaged with National Highways over a period of more than 5 years, throughout the evolution of the A358 proposals, initially in the context to route optioneering, and more recently with a clear purpose to support an optimal design solution for the route that importantly does not undermine the ability for Haydons Green to provide a sustainable and inclusive growth opportunity to accommodate the future needs of Taunton and the wider district, in a location that is proximate to committed strategic employment and transport infrastructure at Nexus25 and Taunton Gateway Park &amp; Ride.</p> <p>Both PIL ID 951 have significant interest in the safeguarding and delivery of both these objectives - Nexus, a committed employment allocation to provide some 3,000 jobs, and Haydons Green, a new community that could provide some 2,000-2,500 homes and local facilities to support the growth needs of the district is plainly delivering on the objectives to facilitate housing and employment growth in key locations.</p> <p>The propensity and demand for growth in this location must also be considered having regard to the decision to create a Unitary Authority 'Somerset Council', which comes into effect 1st April 2023, which could likely result in additional growth pressure at Taunton, given its primacy in terms of settlement hierarchy within the sub-region.</p> <p>The recent pattern of growth around Taunton delivered through urban extensions to the northern, western and southern limits of the town demonstrates that to meet future growth needs arising from the next Plan period, the focus for growth must be to the east. Haydons Green presents a well-placed opportunity to focus growth east, on land without significant policy constraints where investment in infrastructure is already planned and being delivered, including adjacent at Nexus25</p> <p>Haydons Green would attract investment to Taunton and therefore providing a significant opportunity for the economic growth and prosperity in the area. A joined-up approach to strategic growth as presented by the scheme, would accelerate rates of delivery, achieve economies of scale, provide comprehensive, as opposed to piecemeal, delivery of infrastructure and development, and increase opportunities to access funding streams.</p>	<p>The scheme is identified as a key feature in the Taunton Deane Borough Council Adopted Core Strategy (2011 - 2028), Policy SP 2 'Realising the vision for Taunton' noting "a Henlade by-pass together with traffic calming and improved junctions as part of A303/A358 improvement package, subject to the availability of government major highway scheme funding". It is not considered that the proposals would result in an impediment to the delivery of the local plan, support for the delivery of the A358 Taunton to Southfields Dualling Scheme to unlock strategic growth in the county is also set out in the Case for the Scheme (Document Reference 7.1).</p> <p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated in the adopted Local Plan for development and any potential future planning application for development at Haydons Green will be determined by the local planning authority, Somerset West and Taunton.</p> <p>National Highways forecast traffic model includes future development proposals that have planning permission or where planning is imminent. Overall traffic growth within the traffic forecasts is constrained to the National Trip End Model (NTEM) data published by the DfT at a regional level. This approach aligns with UK Transport Analysis Guidance (TAG). National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>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>	No



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			<p>It is in this context that these representations are made and demonstrates the critical need for collaborative working to secure an optimal design for the road and associated mitigation that delivers wider benefits than the scheme itself.</p> <p>The preferred routing option for the A358 Taunton to Southfields Dualling Scheme is now confirmed to pass through land controlled by PIL ID 951. In general terms, the A358 dualling scheme can be accommodated in principle, within the Haydons Green development – albeit clearly the capacity for development is even greater without the dualling project. Secondly, the delivery of the development is not dependent on the delivery of the A358 scheme from a transport, movement nor connectivity perspective, and is deliverable with or without it.</p> <p>The impact of the scheme on the development commitment at Nexus25 and development potential to deliver a new community Haydons Green is presented in Plan HLM036-056 (Appendix 1), that supports these representations. The plan illustrates the real significant and impact that the road scheme has on the emerging proposals.</p> <p>The scale of the project land take that sits within the PIL ID 951 's land control is considerable, some 69 hectares of A358 scheme land sits within land identified as part of the 122-hectare site referred to as Haydons Green. It is noted that the scheme boundary also extends into the northern part of Nexus 25. Whilst this does not necessarily correlate to the total quantum of 'sterilised land', it presents significant uncertainty in terms of deliverability, constraint, and restrictions that might be placed, over an indefinite time period, or indeed in perpetuity, across a considerable area of land that is demonstrated to have strong development potential.</p> <p>It is regrettable that despite a number of discussions and briefings, spanning more than 5 years, the NH proposals have to date ignored the growth potential of this area. However, PIL ID 951 remain committed to working with National Highways. It is in all parties' interests to develop a mutually beneficial design solution – for the road scheme itself and to support and safeguard the clear growth potential of the land the road traverses through.</p> <p>This is a key consideration in relation to the granting of a Development Consent (DCO), which is likely to need to include the provision for</p>		

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			<p>compulsory purchase of land, a mechanism that can only be carried out if a number of conditions are met – such as all land is required for the development to which the development consent relates; is required to facilitate (or be incidental to that development); or is replacement land given in exchange for order land. There must also be a compelling case in the public interest for the land to be acquired compulsorily.</p> <p>PIL ID 951 consider that the current proposals show the need to acquire more land via CPO than is necessary. There are obvious solutions that can be explored collaboratively with our technical team to provide cost efficient solutions.</p>		

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1300	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Flood compensation areas and attenuation basin land-take</p> <p>The nature of the road design itself, its horizontal and vertical profile, and approach to flood compensation and drainage attenuation (GA Section 1) presents some 25ha impact to Haydon Green proposals, in land take terms (see plan HLM036-056). Incorporation of the proposed flood compensation areas results in significant land-take alongside the main A358 carriageway and significantly impacts potential future development. To reduce the amount of land-take, in particular to the north of the route of the Black Brook, there is opportunity to design more linear flood compensation areas, where it would appear that a linear overspill area alongside the section of the Brook, north of the main carriageway, could be used to provide sufficient compensation volumes and reduce land-take further to the north. We have previously discussed the potential for the Haydons Green scheme to help provide some flood compensation to support the road proposals.</p> <p>In a similar vein, incorporation of the proposed attenuation basins and associated maintenance access results in significant land take alongside the main A358 carriageway and impacts potential future development. In order to reduce the amount of land-take, again, the use of linear drainage conveyance systems within the carriageway footprint could provide an alternative form of attenuation volume. Linear channels or swales of varying widths running along one or both edges of carriageway can be used to provide storage volume and minimise attenuation requirements beyond the carriageway footprint. One such example where that approach has been delivered successfully is along the M5, where linear Rhynes within the adjacent development at Bridgwater are used as the principal drainage solution.</p>	<p>The location of replacement flood storage is dictated by connection to the floodplain being lost and the level of the land. Therefore, the ability to provide replacement flood storage is constrained by topography. However, these suggestions will be examined in relation to the volume and level of replacement flood storage required at detailed design stage should the scheme proceed.</p> <p>Further to statutory consultation, engagement has taken place with PIL ID 951 and the requested modelling information shared. Following additional modelling and results of the fluvial modelling, proposed flood compensation features have been rationalised to limit the impact on the land interest.</p> <p>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. 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>Access to attenuation features have been rationalised and run parallel to the A358 to minimise land take where possible. A number of factors have been considered in the design of the accesses including the nearest local road, existing tracks and the topography. Access tracks also serve as accommodation access for landowners to reduce the number of tracks the scheme are proposing.</p>	No

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1301	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Environmental impacts and consequences to development potential</p> <p>The proposals are not clear in terms of any potential impact on air quality, or noise, and therefore the other additional (likely) impacts on the development potential at Haydons Green, cannot be assessed and could be more significant than presented here. We therefore request sight of any data/ modelling that supports what has been relied upon to date.</p>	<p>The Environmental Statement 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 human receptor locations and improvements in the Henlade Air Quality Management Area it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in nitrogen dioxide concentrations within the Air Quality Management Area. Significant effects as a result of nitrogen (N) deposition have been predicted at one Local Wildlife Site/Ancient Woodland (Saltfield Copse). Mitigation has been developed to compensate for this impact including sensitive management of the habitat and provision of new woodland in locations away from the road. The impact at all other designated sites is not significant.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Developments that might have been influenced by the scheme have been assessed based on the latest information available within the Zone of Influence (Zol). Potential impacts on developments within the Zol that have a status of planning application granted and being constructed by the opening year of the scheme. This is reported in Environmental Statement Chapter 15 Assessment of cumulative effects (Document Reference 6.2).</p>	No

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1302	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Environmental mitigation proposals</p> <p>The environmental mitigation proposals that support the scheme presented in Figures 7.1 and 7.2 to this consultation, impact some 46ha of land sitting with Haydons Green development (see plan HLM036-056). The environmental mitigation scheme does not demonstrate an integrated approach to SuDS provision, flood plain compensation nor biodiversity retention/ betterment. The drainage and flood compensation proposals are illustrated on the General Arrangement Drawings and the environmental mitigation proposals are presented separately on plans that do not show any interaction between GI mitigation and enhancement and flood compensation and management solutions. The environmental mitigation does not necessarily demonstrate the most effective solution. The retention and strengthening of existing hedgerows (that are then severed by the road) do not necessarily present best approach to created connected linear GI networks.</p> <p>PIL ID 951 maintain that there is a real benefit to collaborative working in the context of scheme mitigation. Haydons Green provides significant green infrastructure resource potential for which the dualling scheme biodiversity enhancements and mitigation could link into to provide an enhanced interconnected multifunctional network of green corridors and open space, integrating the flood plain and proposed flood and surface water management proposals for the development scheme and road scheme to provide the opportunity to create targeted biodiversity enhancement that presents a more connected and resilient GI network that could also incorporate traffic-free through routes between new and existing communities and towards Taunton. There could be an opportunity for the GI delivered as part of the Haydons Green development, to jointly manage (through a Management Company) both development GI and dualling scheme GI assets.</p>	<p>National Highways have continued to engage with PIL ID 951 throughout the process and have provided them with additional design information as requested. National Highways have taken onboard feedback especially around the mitigation design and flood compensation and have incorporated some changes as appropriate at their request.</p> <p>National Highways have developed a scheme design which includes extensive areas of hedgerow, scrub, tree and woodland habitat creation, as well as grassland, 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. As part of the DCO application, National Highways has prepared an Environmental Management Plan (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> <p>The environmental mitigation for the scheme has been designed to improve connectivity between existing and proposed areas of semi-natural habitats along the scheme. Offsite mitigation has been proposed in key locations to bolster isolated blocks of semi-natural habitats helping to ensure the long-term viability of these habitats and the species communities they support.</p> <p>A sustainable drainage design has been developed for the scheme. This has been informed by a detailed assessment of the potential impact of highway related runoff (using National Highways HEWRAT [Highways England water risk assessment ] tool) to ensure that an appropriate sequence of water quality treatment is in place to tackle the pollutants generated by the highway network (metals and hydrocarbons). Environmental Statement Chapter 13 Road drainage and the water environment (Document Reference 6.2) outlines an assessment of the scheme in relation to flooding and the water environment.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	No

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1303	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>General - Capacity and Resilience Objectives Scheme Objective 3 Capacity: reduce delays and queues that occur during peak hours and at seasonal times of the year; and Scheme Objective 4 Resilience: offers connection between the new A358, Nexus25 development and M5 junction 25, helping reduce congestion between West Hatch and M5 junction 25 and improve resilience along the corridor.</p> <p>Our response to Q1a demonstrates that due to the absence in publication of modelling data as part of this consultation, or indeed provision to the PIL ID 951 as a significant landowner / promoter, it is not possible to determine whether objectives in relation to Capacity or Resilience are met, insofar as the impact on Nexus25 or indeed other developments in the locality.</p>	<p>National Highways acknowledges that some consultees and stakeholders would have preferred to have access to more information at statutory consultation in 2021. We took this feedback on board and provided significantly more traffic information in the supplementary consultation in 2022, including details of junction operation. The methodology and results of the traffic modelling are reported in more detail in the ComMA Report (Document Reference 7.4).</p> <p>Further to statutory consultation, engagement has taken place with PIL ID 951 and the requested modelling information has been shared.</p>	No
1304	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Future proofing development Scheme Objective 5&amp;6 Safety: improve safety along A358, including enhancement and improvement to walking, cycling and horse-riding provision; Scheme Objective 7 Connectivity: focus on wider strategic connectivity (east-west) but supporting local connectivity should also be recognised and supported as part of this objective; and Scheme Objective 8 The Environment: avoid unacceptable impacts on the surrounding natural environment and landscape and optimise the environmental opportunities and mitigation that the intervention could bring.</p> <p>In addition to the key points referred to above, our consultation response also seeks to ensure that the growth potential for both homes and employment is not fettered by the land take for the realignment, and that our proposals are given due attention; that the scheme delivers well considered and optimal solutions to ensure that local connectivity by sustainable and active travel modes are enhanced; drainage and flood compensation proposals are land efficient and support ecological betterment (see response to Q8); and integration of and connectivity to existing communities to access to local facilities is not impeded, including opportunities for enhanced connectivity (see response to Q5).</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>The proposed A358 scheme by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 scheme to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).</p> <p>Development of settlements and housing or employment is determined by the local planning authority; of which current planning policy in Somerset supports the delivery of the A358 scheme to unlock strategic growth in the county.</p> <p>Environmental Statement Chapter 15 Assessment of cumulative effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the Environmental Statement (Document Reference 6.2).</p>	No

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1305	951, 1041	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Local communities</p> <p>Scheme Objective 9 Severance: reduce severance on local communities and Scheme Objective 10 Quality of Life: promote opportunities to improve the quality of life for locals.</p> <p>The proposed new community at Haydon's Green, to include local centres, schools, employment, and leisure facilities that would need to be accessed by residents living to the north and to the south of the proposed dualling would be severed, it is therefore essential that the proposed dual carriageway is future proofed to enable pedestrians and cyclists to cross the road alignment. The A358 as currently presented will compromise the ability to secure a safe and effective movement and connectivity strategy and reduce flexibility in the future masterplanning of the site to achieve a high-quality development.</p> <p>A critical consideration of these proposals is the opportunity it brings to deliver benefits to the existing and wider community. A key benefit revealed and campaigned by the local parish councils and reflected within the emerging Haydons Green proposition is the opportunity the dualling brings to downgrade the existing A358 and provide environmental enhancements - the dualling providing an estimated 90% reduction in traffic flows through Henlade. The scheme is not considered to have maximised the potential to deliver real benefits to the local area.</p> <p>The concerns set out above are extensive in scope and reflect material considerations not just in relation to the provision of the road itself, but also its supporting and enabling infrastructure including approach to mitigation.</p>	<p>National Highways acknowledge that PIL ID 951 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and future planning application for development at Haydons Green will be determined by the local planning authority. National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL ID 951 as appropriate throughout the design development of scheme.</p> <p>The proposed A358 scheme by National Highways will not impede the delivery of the local plan and support for the delivery of the A358 scheme to unlock strategic growth in the county is covered within the Case for the Scheme (Document Reference 7.1, Chapters 5 and 10, Appendix B).</p> <p>Scheme crossings would be available at the Nexus 25 junction and Stoke Road, and these are conveniently located for existing trip attractors.</p>	No

## Appendix 5.4

### Summary of matters raised by section 47 additional organisations in response to the 2021 statutory consultation and National Highways response



**Table 5.4 Summary of the matters raised by section 47 additional organisations in response to the 2021 statutory consultation and the National Highways response**

Row ID	Organisation	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	Ashill Village Hall Community Centre	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>1) The M5 Junction becomes gridlocked during the summer periods.</p> <p>2) In its current design it is not capable of coping with the additional volume of traffic having to use it, for holidaying to and from the South West's major holiday resorts.</p> <p>3) The local traffic cannot avoid using this junction to gain access to the road which takes you into Taunton. The road through Henlade to this Junction can be queuing for up to an hour most of the time.</p>	Somerset County Council (now Somerset Council) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling Scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
2	Ashill Village Hall Community Centre	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road. This seems the best option for Ashill residents living in and around Stewley.	Following statutory consultation feedback, National Highways has amended the scheme design to include a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
3	Ashill Village Hall Community Centre	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	1) Ashill residents would only agree, if the village road bridge became an on/off Junction.	<p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p>	No
4	Ashill Village Hall Community Centre	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	<p>1) The road network around the small villages, along the A358 proposed dualling are not suitable to handle more traffic that will have to use them, if this proposed plan goes ahead.</p> <p>2) It will put many people's lives at a bigger risk, and the noise and pollution levels will significantly increase.</p> <p>3) Before the Ashill Bypass was built, for safety reasons, the residents were frightened to use the Village Hall, and now with the current proposals it looks like the village could be taken back in time and end up with the same problem.</p> <p>4) Take the Ilminster Bypass which is a prime example, National Highways were told the road was not suitable for the volume of traffic that would eventually use it, and now look at how many people have died on this very dangerous stretch of road.</p>	<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 some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council. 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways has undertaken an appraisal of collision benefits on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions. Design features such as closing local lane accesses directly</p>	Yes

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				<p>onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to reducing collisions and thus, overall safety benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking; although note that these measures are still under discussion with Somerset Council at the time of writing. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>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). 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>	
5	Ashill Village Hall Community Centre	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	<p>1) The problem for the Hall is that a lot of traffic having to use this junction would travel through Ashill to get on and off.</p> <p>2) In the summer period, I can see this being a major problem for the village. Ashill has been seeing a large increase in walkers, dog walkers, cyclists, and horse-riders, and we do have an equestrian centre in Windmill Hill. Cats are also regularly seen crossing the road.</p>	<p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improve pedestrian crossing facilities at several locations through the village, as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
6	Ashill Village Hall Community Centre	To what extent do you agree or disagree with our proposals for a parallel road	Not having a junction / bridge over the A358 at Stewley, splits the Ashill Village in two.	In the vicinity of Ashill, connectivity across the A358 for vehicles is provided at Village Road overbridge to the north and Ashill junction overbridge to the south. These are connected on the southern side of	No

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		on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response		the widened A358 by the existing Ashill Road (old A358) and on the northern side of the widened A385 via the new Stewley Link and Capland Link road. Connectivity for walkers, cyclists, and horse-riders is also proposed across the A358 at High Bridge and Sunnyside Underpass.	
7	Ashill Village Hall Community Centre	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	<p>We just want National Highways to think very carefully about what will happen to the villages and the road network along the proposed A358 Dualling. We believe that we will be living a nightmare when we see all the traffic movements across our unsuitable network of single track country lanes.</p> <p>The question has to be, why are you trying to stop local people from using the proposed New A358?</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>Local traffic can access the proposed A358 using either the Mattock's Tree Green junction or the Ashill junction. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the proposed A358 scheme used for part of the trips, 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>	No
8	Ashill Village Hall Community Centre	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	With climate change very high on the Government's agenda, why build faster roads which we know are energy inefficient. Higher speeds use much more fuel.	National Highways acknowledges this comment. All schemes have a range of benefits and disbenefits on the environment, and it is unusual for a road scheme to meet all aspirations. Therefore, the measure of environmental responsibility is always a balanced amalgam of all environmental benefits and disbenefits. Road traffic flows and speeds used in the assessment were provided by the scheme transport modelling specialists for all the operational assessment scenarios. The traffic forecasting is in line with the current guidance. The proposed scheme has been designed to reduce congestion which is a major source of carbon.	No
9	Ashill Village Hall Community Centre	Do you have any other comments you would like to make about our proposals?	Just one, and that is the Proposed A358 Dualling is 'overspec'd' for a rural county like Somerset.	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	No

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				<p>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 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>	
10	Ashill Village Hall Community Centre	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	1) Henlade is in desperate need of being bypassed, for the health and wellbeing of all who live along this busy, dangerous, noisy and very polluted road.	National Highways agrees that the congestion around Henlade is one of the key issues that the A358 Taunton to Southfields Dualling Scheme aims to resolve. The scheme will resolve the existing congestion issues in Henlade and will provide a continuous high quality dual carriageway along the strategic A303 / A358 corridor, with safe overtaking opportunities along the length of the A358 between M5 junction 25 and Southfields roundabout. 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 and significantly reducing the likelihood of head on collisions.	No
11	Ashill Village Hall Community Centre	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>1) This should not only be a bridge over the A358 but Ashill residents are saying it should be a on/off junction, to stop the flow of additional traffic travelling through Ashill from Hatch Beauchamp and Bickenhall. The increased volume will have a major impact on the Village Hall whenever it is being used.</p> <p>2) During the winter, when the weather is bad, the School regularly uses the Village Hall for their PE (as they have no other facility) and children have to cross our road to get to the Hall. The crossing is in a blind spot area and already quite dangerous, so with the additional volume of traffic it would make it even more dangerous for them to cross over.</p> <p>3) The Hall is regularly hired out, and on many occasions cars have to park along the village road outside the Hall, this will become even more dangerous with the extra traffic being planned to travel through the village in both directions.</p> <p>4) The road through Ashill is very straight and vehicles are travelling well over the current 40 MPH speed limit. Speed limit surveys have been carried out, which has recorded vehicle speed being well over 50MPH.</p> <p>5) It would be a sad day if anyone that was using the Hall was badly injured or involved in a fatal accident.</p>	<p>For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>National Highways are adopting the latest design standards for the A358 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>As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use an additional junction near Hatch Green would not justify the costs or environmental impacts of it.</p> <p>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, although note that these measures are still under discussion with Somerset Council at the time of writing. These measures would reduce driver speeds and therefore improve safety for all users.</p>	No

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12	Blackdown District Scout Council		<p><b>Huish Woods Scout Campsite</b>  BDSC owns and operates the Huish Woods Campsite located west of the A358. The single access point to the Campsite is from the A358 via the junction at Bath House Farm, opposite the junction to Hatch Beauchamp.  Huish Woods Campsite has been operating for over 60 years. It was originally the campsite for the West Hatch Scout Group before ownership was passed to the Taunton Scout Council (subsequently Taunton Deane Scout Council and from 2014 Blackdown District Scout Council). The Campsite is well recognized within the Scout Movement both nationally and internationally. It forms part of an area of Ancient Woodland. The District comprises 21 Scout Groups with approximately 1200 Members, spread from Wiveliscombe to Crewkerne. All Groups make use of the Campsite for both evening and weekend activities. Week-long camps also take place. As well as the local Groups, the Campsite hosts local Girl Guides, and Scouts and Guides from throughout the UK. The Campsite is also a community asset used by local Schools, Youth Organisations and businesses.  In 2017 we recorded 9841 visitors January to June and 8492 July to December. These will all have come by motorised transport and give an indication of the number of vehicle movements on and off the existing road. This does not include access by our permanent employees and site service team who attend virtually every day. There are also regular visits by refuse collectors and maintenance teams.  The access also serves the Somerset Progressive School, the Nightingale Farm industrial area and Somerset County Scouts (who also own land above the Campsite). The scheme as proposed will sever this access.  BDSC has no views on the need and justification for the proposed dualling of the road other than to say traffic has increased substantially in recent years, making access increasingly difficult and dangerous especially when trying to turn right across traffic to either access or exit the site. We welcome therefore any works that will make these movements safer.  We have proactively engaged with National Highways throughout the consultation progress, by correspondence, meetings on site, permitting surveys on our land and taking part in the Local Forum process both physically and virtually. We recognise our interests are of a singular nature compared to other wider community issues but are grateful to the Project Team for their professional and positive response to our concerns.</p>	National Highways welcomes the comments raised by the Blackdown District Scout Council in relation to the Huish Woods Scout Campsite located adjacent to the scheme. National Highways has and will continue to engage with the Scout Council throughout the development of the scheme if the Development Consent Order is granted.	No
13	Blackdown District Scout Council		<p><b>General Support</b>  BDSC is fully supportive of the proposal to achieve access to the Campsite via a dedicated new public highway leading from the A358 Mattocks Tree Hill roundabouts southwards to the existing access road and the provision of a fully engineered junction between this new road and the existing road. Such a junction is required to allow safe movement of large vehicles in all directions. The proposals show that a small piece of land in our ownership will be required to form the junction. We will meaningfully engage with NH and the Valuation Office at the appropriate time on this aspect.</p>	National Highways acknowledges the general support received in relation to the design proposals. National Highways has and will continue to engage with the Scout Campsite throughout the development of the scheme if the Development Consent Order is granted.	No

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14	Blackdown District Scout Council and Somerset County Scouts		<p><b>Traffic/Access/PROW</b> There are four issues that we draw to your attention for action if the scheme moves forward to construction:</p> <ul style="list-style-type: none"> <li>• the Campsite is used on almost a daily basis so access must be maintained throughout the construction period;</li> <li>• there are currently brown tourist signs on the A358 northbound and southbound indicating the route to the Campsite. The proposed new access route will require these to be provided on both the local roads leading to the Mattocks Tree Hill roundabout and the new dual carriageway. (This was agreed during our 121 consultation meeting on 30 June);</li> <li>• pedestrian access to the Campsite will also be required. Currently scheduled bus services stop near the Hatch Beauchamp junction to drop off and pick up hikers and walkers visiting the Campsite. It is important to ensure public transport continues to effectively serve this area; and</li> <li>• public footpath T31/27 currently crosses the A358 at the Campsite access road. Provision must be made to retain this Right of Way, albeit diverted.</li> </ul>	<p>National Highways aims to minimise the impact and disruption to all road users as far as reasonably practicable. National Highways will liaise with Somerset Council to agree traffic management arrangements. Further details on construction phasing are included within the Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B). This Plan will continue to be developed during construction preparation and during delivery of the scheme if the DCO is granted. Access to the campsite will be maintained throughout the construction period except for when road related tie-in works are taking place in the vicinity of the campsite. Detail of these targeted works will be finalised during the construction period; however, it is anticipated that this will be short in duration. The timing and duration of such works will be discussed with the campsite and Somerset Council in advance to provide advanced warning and try and mitigate the impact as far as reasonably practicable.</p> <p>Brown signs are a detailed design consideration. A request will need to be made to National Highways at a later stage for a brown tourist sign on the A358. The application will then be considered by National Highways and incorporated as part of the detailed design if the DCO application is successful.</p> <p>National Highways is actively engaging with Somerset Council and following discussions Somerset Council has confirmed that the bus stops near to Mattock's Tree Green junction would need to be re-provided on Village Road link (north). The 'Bath Cottages' stops are being removed; however, the 'Garage' stops at Mattock's Tree Green would be more convenient for visitors to the Scout Camp once the scheme is in place.</p> <p>The scheme crossing at footpath T 31/27 is adjacent Bath House Farm/Somerset Progressive School. The footpath would be stopped-up on the northern side of the A358 and walkers would use Mattock's Tree Green junction footways instead.</p>	No
15	British Horse Society	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>Need to incorporate old Broach Lane DMMO Application 882 for restricted byway to create a non motorised user route from which the minor road near Haydon to join footpaths J26/12 and J22/6 which need to be upgraded. This is within the red envelope.</p> <p>Ramblers support this proposal as current route is a rat run from Taunton to Henlade ect.</p> <p>Crossing at Stoke Road overbridge - provision for horse-riding</p> <p>Mattocks Tree Green junction - need separate track alongside carriageway on Mattock's Tree overbridge - separation needed - post + rail fence, visual feature for safety of horse + motorists. Ash Lane to Greenway Lane to be dedicated restricted byway rather than bridleway.</p>	<p>As a result of consultation, Oldbroach Lane is now included in the scheme boundary for classification as a restricted byway. It would continue north as a footpath to the Nexus 25 junction, and south as restricted byway to Haydon Lane and Stoke Road. Footpaths T 26/12 and T 22/6 would be diverted but the status would not change.</p> <p>Stoke Road overbridge would have high parapets with partial solid infill for the benefit of horse-riders.</p> <p>Mattock's Tree Green junction would have dedicated tracks on both sides suitable for horse-riders. The potential to include a fence or guard railing would be assessed at detailed design stage.</p> <p>As an outcome of consultation, the link between Greenway Lane and Ash Road would be classified as restricted byway and extended to Mattock's Tree Green junction.</p> <p>Details of the proposals affecting public rights of way are set out in Environmental Statement Appendix 2.1 Annex F Public Rights of Way Management Plan (Document Reference 6.4).</p>	Yes

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16	British Horse Society	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	<ul style="list-style-type: none"> <li>• Provide connection from Ash Road southwards to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm and an extension along a section of old road to West Hatch Lane.</li> <li>• At Bath House Farm: there is historical evidence of a crossing here and therefore the potential for a DMMO application. The intention to stop up definitive bridleway T 31/36 is shown with no mitigation. A solution to this, and to mitigate for the stopping up of definitive footpath T 27/10, which are both within the redline envelope, would be to have a grade separated crossing for vulnerable road users at this point.</li> <li>• West Hatch Lane crosses the existing A358 at grade (as there is an ORPA on the eastern side and therefore should not be stopped without mitigation). A DMMO application for ORPA as a Restricted Byway or BOAT is being considered.</li> </ul>	<ul style="list-style-type: none"> <li>• As an outcome of consultation, the scheme now includes a new highway that would connect the Scout Camp link and West Hatch Lane.</li> <li>• Bridleway T 31/36 (Bath Cottage) would be fully stopped up and mitigated with new tracks at Mattock's Tree Green junction and along Village Road link (north).</li> <li>• The scheme does not include an overbridge at West Hatch Lane because it would be possible to access Hatch Beauchamp and Mattock's Tree Green junction via alternative routes. The current crossing points of the A358 at the Somerset Progressive School and West Hatch Lane would be made via Mattock's Tree Green junction or Griffin Lane instead.</li> </ul>	Yes
17	British Horse Society	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	<ul style="list-style-type: none"> <li>• Ashill junction – if a grade separation is going to be provided for walkers – it should include equestrians and cyclists.</li> <li>• Copse Lane – DMMO application 510. Order objected to (2017) waiting for SCC to refer back to PINS. This scheme will overtake this and settle it so the DMMO application will die</li> <li>• There is an opportunity, by processing DMMO application 841 for Merryfield Lane, to provide a safe off road route from Ashill junction to Ilton. This will offer an alternative to walking, cycling or riding along Rapps Lane or Cad Road, both of which will be rat runs and have no verges or refuges for NMUs. (Note, this is currently outside the red line envelope – can the red line be changed and so it would be bought inside?)</li> <li>• Definitive bridleway CH 1/7, through Parsonage Farm, is shown on the wrong line on NH page 4 of the consultation.</li> <li>• Thickthorn Lane (DMMO application 849) would currently provide an at grade crossing. This needs to be mitigated.</li> <li>• If Windmill Hill Lane becomes a rat run, which is likely, the designers should seek a safer route. Horses are exercised at the beginning of the day as riders with regular jobs work at other times. This will be when this rat run is at its busiest.</li> <li>• new Ding bridge underpass (linked by the provision of proposed multi user track on West side of new A358 linking the new Ashill junction and the proposed new Ding Bridge underpass to the bridleway on the East side)</li> <li>• It is vital there is a connection from Ilminster to Broadway. Controlled crossing is required and we suggest Pegasus with limited corals / refuges. This would enable access to the recreational route along the disused railway line going south from Ilminster to Chard.</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic flow at Ashill junction overbridge would be moderate. The existing connecting roads to the junction do not have any dedicated cycling or equestrian facilities. Isolated lengths of cycling/riding facilities at Ashill junction overbridges would not be appropriate.</li> <li>• The scheme would not directly affect Merryfield Lane, and the lane is not an existing public right of way severed by the scheme. A route to Ashill junction would be available via Cad Road, Jordans overbridge and the Broadway Street link; these comprise a mixture of lightly trafficked roads and traffic-free routes except for farm vehicles.</li> <li>• The precise line and extent of a right of way can only be determined by reference to the highway authority's definitive map and statement and inaccuracy may arise from the transfer of information.</li> <li>• Ashill junction would provide an alternative scheme crossing to Thickthorn Lane. The route via Broadway Street link would be lightly trafficked. A longer alternative would be via Jordans overbridge, which would be a restricted byway.</li> <li>• It is not envisaged that the scheme would lead to an increase in traffic flow on Windmill Hill Lane. Better standards of road would be available on Wood Road and Broadway Street, including the Broadway Street link connecting Broadway Street and Ashill junction, without any need to use alternative routes on minor rural lanes.</li> <li>• As an outcome of consultation, a new overbridge at Jordans would be provided to replace the multi-user track that was proposed through Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.</li> <li>• The existing shared use path at Southfields roundabout would be widened and a signal-controlled Toucan crossing provided on the A358 (west) near to the services' access. This would be an improvement for walkers and cyclists. A crossing of the A303 (south) is outside the scope of the scheme. National Highways are</li> </ul>	No

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				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). 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.	
18	British Horse Society	Do you have any other comments you would like to make about our proposals?	National Highways use the term 'WCH' - Walking, Cycling and Horse riding. They have no remit, it appears, to provide for carriage drivers. Consideration MUST be given for the designation for RESTRICTED BYWAYS rather than just cycle tracks. There are carriage drivers - where are they meant to go?	Carriage drivers have been carefully considered alongside horse-riders and the status of restricted byway applies as much as possible to help ensure access is improved for carriage drivers as well as other walking, cycling and horse-riding users. Some public rights of way would not be suitable for all users and the most appropriate status would be applied, as described in the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F).	No
19	British Horse Society	Do you have any other comments you would like to make about our proposals?	I would like to reiterate the comments about future proofing the scheme for equestrians. There is a strong equestrian presence in the area with some well established riding and livery stables in the area. The horse population figures are significant - here is a breakdown of horse passport data by postcode indication where the passports are registered - horse owners usually live close to where their horse is stabled. TA11 426 BA22 1,312 TA19 597 TA 3 1,358  Horse ownership and riding is an ever increasing activity, which is why the scheme has to reflect the future demand for safe off-road routes, especially as existing highways are getting busier and more challenging to equestrian use. Horse riding is an activity enjoyed by people of all ages and abilities. For this reason wherever possible mounting blocks should be added, especially at bridges' giving riders the opportunity to remount at either end of a structure.	The objective for walking, cycling and horse-riding is to deliver quality provision that includes the removal of severance on routes and unlocks latent demand. Traffic forecasts are a safety consideration when identifying infrastructure that would be used by walkers, cyclists and horse-riders.  Proposed measures include 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four scheme crossings would be either traffic-free or lightly trafficked so horse-riders would no longer be trying to cross the A358 at grade, making the off-road network safer and more inclusive.  Parapets on all the overbridges would be suitable for horse-riders at 1.8m height with 1.0m solid infill. Mounting blocks and associated signage would enable horse-riders to dismount and lead the horse through Sunnyside underpass, where the headroom is less than desirable.	No
20	British Horse Society	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	<ul style="list-style-type: none"> <li>National Highways use the term 'WCH' and it means walking cycling and horse riding. They does not appear to have a remit for providing for carriage drivers. Routes for non-motorised users should be Restricted Byway status to provide for all vulnerable road users.</li> <li>The Herepath is a vital resource and honeypot for riders. This is a 13.4 mile off road loop passing through several villages, Staple Fitzpaine, Curland, Bickenhall etc. on the west of the A358. Horse riders from the east need to continue to be able to access it.</li> <li>Fivehead River underpass - Currently there is an unofficial (it was permissive and may still be) link under the existing A358 alongside the Fivehead River culvert. The current design is to join the two ends of Bickenhall Lane with an overbridge, which is an excellent idea. However, many riders will still try to use the more direct route through the under height channel with the Fivehead River. We believe that if there was enough demand, the designers might consider a 'departure from standards', and designate a</li> </ul>	<ul style="list-style-type: none"> <li>Horse-riders are deemed to include carriage drivers. The status of restricted byway applies as much as possible. Some public rights of way would not be suitable for all users and the highest appropriate status would be applied.</li> <li>Bridleway T 14/8 would be diverted to connect with Bickenhall Lane, and horse-riders would be able to access the Neroche Herepath using the bridleway and the lane. Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access.</li> <li>The existing headroom would be retained through Fivehead River underpass and the status of connecting rights of way is outside the scope of the scheme.</li> </ul>	No



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			<p>horse crossing here, and install mounting blocks. It will not suit all riders, but will help so many, and we don't want to lose what we already have.</p> <ul style="list-style-type: none"> <li>It is important that equestrians are included on all routes for vulnerable road users, ie walkers, cyclists and equestrians, and that underpasses are of bridleway or restricted byway status, not footpaths.</li> <li>Where traffic volumes are higher, and especially on over bridges, there should be a separated track for non motorised road users.</li> </ul>	<ul style="list-style-type: none"> <li>The highest status of path would be applied to accord with design standards taking into account width, gradient and headroom.</li> <li>Traffic flows in the design year 2046 are taken into account for provision of walking, cycling and horse-riding facilities.</li> </ul>	
21	British Horse Society	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p>As the road line is not currently set in stone, could the red line include Merryfield Lane - there is an opportunity to use this to connect communities and provide a link with long distance recreational routes which will promote non-motorist travel, green travel/tourism/environmental gains through carbon saving. What mitigation is being proposed for stopping up Bridleways?</p> <p>Do we have an acceptable length? Mounting blocks at ALL overbridge crossings.</p>	<p>The scheme would not directly affect Merryfield Lane, and the lane is not an existing Public Right of Way severed by the scheme. A route to Ashill junction would be available via Cad Road, Jordans overbridge and the Broadway Street link; these comprise a mixture of lightly trafficked roads and traffic-free routes except for farm vehicles.</p> <p>Mitigation for bridleways would be as follows:</p> <ul style="list-style-type: none"> <li>T 31/36 (Bath Cottage) would be fully stopped up and mitigated with a new track at Mattock's Tree Green junction.</li> <li>T 14/8 (Hatch Green) would be diverted and a new connection across the scheme would be longer but benefit from a traffic-free overbridge.</li> <li>T 14/25 (Capland) would be fully stopped up and Capland link would provide a lightly trafficked alternative.</li> <li>CH 1/UN would be fully stopped up and equestrians would use Ashill link instead. The scheme allows equestrians to continue on the lightly trafficked link to Folly Drove, whereas at present they would have to use the existing A358 carriageway.</li> <li>Six short lengths of bridleway would be stopped up, which range from 14m to 41m length.</li> </ul> <p>All overbridges would be suitable for horse-riders with high parapets including solid infill and mounting blocks would be provided.</p>	No
22	British Horse Society	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	<p>The herepath is a vital resource and honeypot for horse riders - this is a 13.4 mile off road loop passing through several villages - Staple Fitzpaine, Curland, Burland, Bickenhall etc. on the west off the A358. Horse riders from the East still need to access it.</p> <p>Currently there is an unofficial (permissive) link under the A358 alongside the A358/Fivehead River Culvert. The current design is to join the two ends of Bickenhall Lane with an overbridge, which is an excellent idea, however many riders will continue to use the more direct route through the underheight channel with the Fivehead River. Can we have a departure from standards for a horse crossing here and provide mounting blocks. Riders do not want to lose what they already have.</p> <p>Connect sunnyside to CH 1/2</p>	<p>Bridleway T 14/8 would be diverted to connect with Bickenhall Lane, and horse-riders would be able to access the Neroche Herepath using the bridleway and the lane. Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access.</p> <p>The existing headroom would be retained through Fivehead River underpass but the status of connecting rights of way is outside the scope of the scheme.</p> <p>A new public right of way between Sunnyside underpass and footpath CH 1/2 is not feasible due to biodiversity impact.</p>	No
23	British Horse Society	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let	<ul style="list-style-type: none"> <li>Definitive bridleway T 14/8 should be extended northwards to join the section of Bickenhall Lane east of the current A358</li> <li>New bridge at Bickenhall Lane, providing access for vehicles, walkers, cyclists, horse riders and disabled users. This link is essential and should be a Restricted Byway.</li> <li>Fivehead River underpass – this is currently shown on the</li> </ul>	<ul style="list-style-type: none"> <li>Bridleway T 14/8 would be diverted northwards to connect with Bickenhall Lane.</li> <li>As an outcome of consultation, Bickenhall Lane overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access.</li> </ul>	No

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		us know the reasons for your response	<p>proposed design as only a route for walkers, but horse riders have been using it for many years, at least ten, and will continue to try and use it. Many riders would prefer it to riding a longer distance and having to ride on the overbridge. It would be helpful to have mounting blocks installed. See note in general comments above.</p> <ul style="list-style-type: none"> <li>• Village Road – there are a few variations being considered. One involved a new bridleway (which should be RB). We would like an NMU route (Restricted Byway) to connect Village Road to Capland Road. Bridleway should be restricted byway</li> <li>• High Bridge underbridge – should be to at least to bridleway status (wider and safer than for a footpath specification), and link to bridleway at Capland Lane. This is important as National Highways should provide a safe route for other vulnerable road users as well as walkers. It may cost more, but not significantly considering the safety aspect.</li> <li>• CH1/UN Bridleway has not been considered. What is proposed?</li> <li>• IMPORTANT - New Sunny underpass – should be for all NMUs, and connect to NMU routes</li> </ul>	<p>The extent of the proposed restricted byway along Bickenhall Lane is shown on the Rights of Way and Access Plans (Document Reference 2.4). Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.</p> <ul style="list-style-type: none"> <li>• The existing headroom would be retained at Fivehead River underpass and the status of connecting rights of way is outside the scope of the scheme.</li> <li>• Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</li> <li>• A bridleway is proposed at High Bridge underbridge subject to a departure from standard. The headroom would be 2.3m and mounting blocks would be provided. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.</li> <li>• Bridleway CH 1/UN would be fully stopped up and horse-riders would use Ashill link instead. Horse-riders could continue on the lightly trafficked link to Folly Drove, whereas at present they would have to use the existing A358 carriageway.</li> <li>• The public right of way through Sunnyside underpass from Ashill Road to Stewley link would be a restricted byway, including partial reclassification of footpath CH 1/1.</li> </ul>	
24	British Horse Society	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	<p>New Bridge at Bickenhall Lane providing access for vehicles, walkers, cyclists, horse riders and disabled users. This link is essential and should be restricted byway.</p> <p>Fivehead River Crossing - see additional Note Page 8</p> <p>Village Road - Revisions noted, but Bridleway should be restricted byway</p> <p>Restricted byway should connect Village Road to Capland Road</p> <p>High Bridge Underbridge - should at least be to Bridleway status (wider and safer) and link to bridleway at Capland Lane CHI/UN Bridleway. Has this been considered, what is proposed?</p> <p>New sunny underpass - should be for all NMU's and connect to NMU routes.</p>	<p>As an outcome of consultation, Bickenhall Lane overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access. The extent of the proposed restricted byway along Bickenhall Lane is shown on the Rights of Way and Access Plans (Document Reference 2.4). Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>A bridleway is proposed at High Bridge underbridge subject to a departure from standard. The headroom would be 2.3m and mounting blocks would be provided. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.</p> <p>The public right of way through Sunnyside underpass from Ashill Road</p>	No

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				to Stewley link would be a restricted byway, including partial reclassification of footpath CH 1/1.	
25	British Horse Society	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Note general comment 8 - need for provision of carriage drivers. Vital as upgrading of this road will make it impossible to use A358.	The status of restricted byway applies as much as possible. Some public rights of way would not be suitable for all users and the highest appropriate status would be applied.	No
26	British Horse Society	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>I am representing equestrian interests with regard to access. As such I do not have a view on the proposal to upgrade, however if the route is built then the BHS would seek to ensure that all equestrians - both horse riders and, importantly carriage drivers, achieve the best value outcomes for access and road safety and that the scheme is 'future proofed' for access.</p> <p>Equestrians need safe places to ride, and to be able to ride from community to community as well as accessing such facilities as the Herepath. They also need safe links between off road routes, such as around the Southfields Roundabout to connect to the recreational route from Ilminster to Chard.</p>	<p>The scheme objectives include an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained.</p> <p>The Neroche Herepath would continue to be accessible via Bickenhall Lane. Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. The extent of the proposed restricted byway along Bickenhall Lane is shown on the Rights of Way and Access Plans (Document Reference 2.4). Traffic flow would be low, creating an attractive route for walkers, cyclists and horse-riders.</p> <p>Bridleway T 14/8 would be diverted to connect with Bickenhall Lane and users would be able to access the Neroche Herepath using the bridleway and the lane. Access to the Herepath where it is near to the scheme should be easier and more pleasant due to new paths and less road traffic. The Herepath would also benefit from hedgerow improvements.</p> <p>The existing shared use path at Southfields roundabout would be widened and a signal-controlled crossing provided on the A358 (west) near to the services access. This would be an improvement for walkers and cyclists. A crossing of the A303 (south) is outside the scope of the scheme. 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). 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
27	Citizens UK Somerset	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and	There should be a dedicated off-road cycle way following the proposed new A358 road so that connectivity is provided for cyclist with links to local roads at all the link roads connecting to the A358.	National Highways has carefully considered the benefits and disbenefits between providing for cyclists within the A358 corridor (online) or outside (offline). The design criteria were coherence, directness, comfort, attractiveness and safety. The case for offline is	No

Appendix Table 5.4 Summary of the matters raised by section 47 additional organisations in response to the 2021 statutory consultation and the National Highways response

Row ID	Organisation	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Using local roads is not a good option since riding along narrow lanes is not a safe way of travelling.	stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest. The proposed offline route uses lightly trafficked roads and traffic-free tracks.  Cycling would not be prohibited on the new dual carriageway based on the classification of the road however National Highways anticipates that the signed cycle route and local roads would be more attractive to the majority of walking, cycling and horse-riding users.	
28	Cllr Thorne		<p><b>General</b></p> <p>1. This response builds on two previous responses I have submitted as part of consultations by then-Highways England (HE) in July 2017 and February 2018.</p> <p>2. Both responses remain valid and for that reason I have attached both of those documents to this email to accompany my response to the statutory consultation by National Highways (NH).</p> <p>3. I do not intend to repeat the detail of my earlier responses but will confine myself to new points which are relevant to the information which has been provided in the statutory consultation literature.</p> <p>4. I have attended two of the three consultation events held by National Highways and I have attended many of the public events which have been organised by parish councils within my county council division as well as engaging with numerous individual residents.</p> <p>5. Additionally, I have had sight of the Somerset County Council (SCC) 'corporate' response to the statutory consultation, and note, disappointingly, that although SCC says it has notified county councillors of its response, the council has at no point consulted with councillors on the response.</p>	National Highways welcomes the comments made and continued engagement in the scheme.	No
29	Cllr Thorne		<p><b>Principle and highways standards</b></p> <p>6. I support the majority of the SCC response and the detailed analysis it provides, accepting the need for the A358 between Taunton and Southfields to be upgraded to dual carriageway as part of an end-to-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton.</p> <p>7. I also agree with SCC that if designed appropriately, the scheme will improve connectivity and access to the South West region, improve the resilience of the strategic road network, and help to promote economic growth in the region. But the emphasis has to be on 'if designed appropriately'.</p>	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
30	Cllr Thorne		<p><b>Principle and highways standards</b></p> <p>8. Here, I vary from the SCC response which says it does not challenge the use of the design standard. DMRB (Design Manual for Roads and Bridges) GD300 standard which deals with the requirements for new and upgraded all-purpose trunk roads.</p> <p>9. I do challenge this standard and believe further compromise by NH is required, perhaps necessitating a less exacting design standard but largely achieving the aims of the dualling as referenced in paragraph 7 above.</p>	National Highways are adopting the latest design standards for the 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.	No
31	Cllr Thorne		<p><b>Highway standards 1</b></p> <p>10. Since the original announcement by HE of the A358 dualling project, there has been gradual slippage in the way the road has been presented to the public.</p> <p>11. Originally, it was to be an 'Expressway', then it became 'Expressway-compatible', and more recently it has been described as a 'high-quality dual carriageway'.</p>	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement	No

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			<p>12. The SCC response is based on the project being a 'high-quality dual carriageway' and the council also points out that while DMRB GD300 is referenced as the design standard in correspondence with parish councils and in briefings which have taken place, the statutory consultation material does not actually specify the design standards that have been applied to the proposals to date.</p> <p>13. In my own conversations with NH staff, they have diluted the standard even further, referring to 'several levels' of Expressway-type road, and categorising the A358 dualling as one of the lower levels.</p> <p>14. This suggests that NH may be appreciative of the overriding and major concern shared by almost all of the parishes along the affected A358 route, which is the proposed blocking of existing connections between communities and the channelling of local traffic through villages, Hatch Beauchamp in particular, as motorists seek to join or leave the new A358.</p> <p>15. As it stands, the proposals by NH will severely impact on the quality of living and the natural environment for residents of these communities.</p> <p>16. The severity of such impacts is directly related to the application of the DMRB GD300 standard which, it is argued, necessitates just two junctions between the M5 Junction 25 and the Southfields roundabout.</p> <p>17. I believe 13 of the local parish councils have been working together on a joint response to the proposals and they have produced a series of proposals of their own which would mitigate the impacts.</p> <p>18. Some of the joint-parishes mitigation proposals have already been accepted by NH while others about which I have asked NH were said to possibly have merit but needed to be assessed more closely.</p> <p>19. I strongly support these joint-parishes mitigation proposals as an absolute minimum requirement to lessen the harshness of the impact on local communities of the current dualling plans.</p> <p>20. However, I go further and ask for the DMRB GD300 standard itself to be reduced to a standard which will allow for a standard dual-carriageway A358 which in turn would allow many, if not all, of the existing local connections with the A358 to remain open.</p> <p>21. The argument put to me by NH against such a reduction in standard was 'road safety' and the risk of 'shunts' when vehicles are entering or exiting the dual-carriageway.</p> <p>22. This does not seem to me to be a logical argument, because the risk of 'shunts' has existed for the entire time since the current A358 was constructed and making the road dual-carriageway will surely reduce the risk because faster traffic will be able to move to the outer lane to pass the slower vehicles.</p> <p>23. Similarly, achieving the aim of 'mile a minute' journey time on the A358 should be acceptably close with a standard dual-carriageway without local communities suffering the devastating impacts of loss of connectivity and escalating volumes of redistributed traffic.</p> <p>24. NH should therefore accept a standard below that of DMRB GD300 while still achieving the aim of improving the resilience of the strategic road network.</p>	<p>(Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS1) intention to create a new Expressway corridor into the region but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.</p> <p>An assessment of the traffic impacts and the benefits of adding in the additional junctions proposed by the community of parishes group has been undertaken using the traffic model. This shows that the slip roads at an additional junction serving Hatch Beauchamp and surrounding areas would be very lightly trafficked and would benefit very few users. The addition of these slip roads would present poor value for money, and they are therefore not included within the scheme proposals.</p>	

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32	Cllr Thorne		<p><b>Principle of development and A303</b></p> <p>25. However, there remains a flaw in NH's strategy to use the A358 between Southfields and Taunton as part of the national strategic road network which I identified in my earlier submissions, namely the degree of congestion experienced on the M5 in Somerset during the summer season, school holiday periods, and over Bank Holidays which has major knock-on effects for the existing local road network.</p> <p>26. The resilience sought by NH cannot be achieved without also enhancing the A303/A30 route via Honiton to Exeter.</p> <p>27. While the AONB status of the Blackdown Hills through which the A30 runs is a sensitive issue I firmly believe sympathetic construction is not beyond NH ability.</p>	<p>The scheme is identified as a key feature in the Taunton Deane Borough Council Adopted Core Strategy (2011 - 2028), Policy SP 2 'Realising the vision for Taunton' noting "a Henlade by-pass together with traffic calming and improved junctions as part of A303/A358 improvement package, subject to the availability of government major highway scheme funding". It is not considered that the proposals would result in an impediment to the delivery of the local plan, support for the delivery of the A358 Taunton to Southfields Dualling Scheme to unlock strategic growth in the county is also set out in the Case for the Scheme (Document Reference 7.1).</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 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>Somerset County Council (now Somerset Council) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling Scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways recognises the significance and sensitivity of the landscape, and proposed planting responds to the landscape character. This is outlined in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) and 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 discussed and agreed at the detailed design stage.</p> <p>The Environmental Management Plan (Environmental Statement Appendix 2.1, Document Reference 6.4) explains how the impact of the scheme on the environment, including the AONB, would be managed.</p>	No
33	Cllr Thorne		<p><b>Engagement with PC</b></p> <p>28. Following this statutory consultation and ahead of the start of the Development Consent Order hearings NH should engage more closely with the local parishes and listen to the local experts who know their communities and geography best.</p>	<p>National Highways will continue to engage with local communities including local parishes through community forums and meetings. Details of engagement taken place to date is outlined in Chapters 2, 6 and 9 of the Consultation Report (Document Reference 5.1).</p>	No
34	Cllr Wakefield		<p><b>Principle of development</b></p> <p>I have attended the online consultation sessions with parish and ward councillors held over the past year. I have listened to the arguments made by parish councillors and to the responses to them and have added my own comments too in the live sessions. I would like the following points to be taken into account as part of</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</p>	No

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			<p>the consultation exercise:</p> <p>1. It is well known and accepted by all parties that the M5 and Ilminster junctions with the A358 need improving and that Henlade urgently needs a bypass. However, I have not seen or heard any justification for dualising the entire road as traffic flows along it quite freely, simply getting stuck at each end. Also, as the M5 is jammed with traffic very frequently, especially in the summer and every Friday and Saturday too, I cannot see why anyone with a satnav would choose to travel up the A358 to the M5 especially if travelling south. It is a dogleg journey and the M5 would already be jammed or very slow moving. It would be far more sensible to dualise the A303 over the Blackdowns and less disruptive to local traffic.</p>	<p>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 support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The latest proposed A358 scheme design includes upgrades to the M5 junction 25.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25. 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> <p>The aim of the proposed A358 scheme is not necessarily to replace the A303 through the Blackdown Hills as the main route to Exeter and beyond from locations in the South East, but to increase network resilience in the area by providing a viable alternative route in the event of the A303 through the Blackdown Hills becoming congested or having to close for an incident. During the decision to dual the A358, the decision was made that the A303/A30 route through the Blackdown Hills will not be dualled on environmental grounds and to preserve the character of the Blackdown Hills AONB.</p>	
35	Cllr Wakefield		<p><b>Local access</b></p> <p>2. I have been impressed with the extensive work done by the several parishes along the A358. They have rightly pointed out that many of their village connections will be broken and lost by the new road and have asked for modifications to the scheme most of which have been rejected. Whilst I appreciate that it's not possible to have many accesses to a dual carriageway road this concern only emphasises why the wrong road is being upgraded which will cut villages and communities in half. This is not the case with the A303 route.</p>	<p>In the first Roads Investment Strategy (RIS1) (2015-2020) the Government stated the intention to create a dual carriageway link from the M5 at Taunton to the A303 and for this to form part of a long-term commitment to the South West along the A303 / A358 corridor. National Highways Delivery Plan 2020-25 also confirms a commitment to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor between the South West and the South East.</p> <p>National Highways are adopting the latest design standards for the A358 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>DMRB standards were changed after the A303 Sparkford to Ilchester Dualling Scheme submitted its Development Consent Order application, and therefore this aspect of the two schemes should not be compared with each other.</p>	No

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				<p>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> <p>Overall, National Highways believes the proposed junctions, local road connections and walking, cycling and horse-riding facilities provide appropriate connectivity as part of the scheme.</p>	
36	Cllr Wakefield		<p><b>Rat running</b>  3. My other major concern is the rat run through Haydon Lane Stoke Road and Lower Henlade from Chestnut Drive in Blackbrook. Many take this route to access the A358 and in order to avoid the 2 mile+ trip via the M5 junction. Very many others (including myself occasionally) choose or actively prefer this route through narrow lanes and with tight bends and few passing places where the road narrows due to the delays and hold ups at Junction 25. My understanding is that this road, where it has become Stoke Road, will pass over the new Henlade bypass (which itself will split Lower Henlade from Henlade) but will still allow traffic to access the old A358 by turning right to join the dual carriageway at the new 'improved' Thornfalcon junction (known as Mattocks Tree Green). Somerset County Council, being the highway authority responsible, must act to protect the villagers living along Stoke Road. I and my colleagues have canvassed and spoken to many of them. They are fed up and angry about the amount of traffic constantly blocking the end of their road and sitting outside their houses letting off fumes and pollution too. Please confirm that HE have consulted with SCC about this and let me and others know what is being done about this very important and related issue.</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>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. As a result, there is now forecast to be an increase in the forecast traffic on Haydon Lane and part of Stoke Road as a result of the scheme. As a result of this increase National Highways has amended the design to include a number of passing places on Haydon Lane to enable vehicles to use the lane safely, as well as the localised widening of parts of Stoke Road.</p> <p>The approach on local road mitigation is detailed in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
37	Cllr Wakefield		<p><b>Mattock's Tree Green Junction</b>  4. My final point is that I consider the huge new Mattocks Tree Green junction to be a very unwelcome urban style intrusion into what is a lovely piece of open countryside. There is a great deal of local concern about this junction being used to facilitate both entry to and unwelcome residential development in the open country to the west of that junction and in particular the recently sold Orchard Portman Farm estate - sold at a fraction of its value to a company closely related to your chosen main contractor for this project. There should be a small bridge over the new road and not a main arterial access such as is planned.  I sincerely hope that the government, Highways England, SCC and all parties concerned with this intrusion into the countryside and its consequential far reaching effects on local communities will reconsider these proposals before the scheme is started on site.</p>	<p>Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges (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. Details regarding landscape and visual impacts, alongside mitigation proposed for Mattock's Tree Green junction, are set out in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) and shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p>	No
38	Cycle Somerset	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us	The multiplicity of traffic lights provides for safe passage for cyclists but incurs significant time penalties to the journey. The lights are phased for traffic and not for those crossing. The observed behaviour of cyclists is not to press the button and wait but to cross when observed to be clear - sometimes against the	A new Toucan crossing of the scheme between M5 junction 25 and the Nexus 25 roundabout would replace the existing crossing. At present, users cross five lanes in three stages, with one or two lanes in each stage. The scheme would also be three stages but users would be crossing two or three lanes in each stage and refuges would be	No



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		know the reasons for your response	lights. The risks are taken to avoid delays of up to 5 minutes. This renders the scheme less safe than intended and is the opposite of what is trying to be achieved.	<p>provided between each stage. The scheme crossing would comply with design standards and the traffic signal control would give walkers and cyclists priority to cross when road traffic is compelled to stop at a red light. The lights would allow sufficient time for users to cross and only change to green for vehicles to proceed when the crossing is clear.</p> <p>People walking to/from M5 junction 25 would continue to be able to cross close to the motorway junction. The existing Toucans provide a two-stage crossing with two or three lanes in each stage.</p> <p>Pedestrians and cyclists would be separated from road traffic by a horizontal buffer, the width of which would be wider for higher speed limits. Signal timings would be specified at detailed design stage.</p>	
39	Cycle Somerset	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road. This retains a viable local route to the East of the dual carriageway.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
40	Cycle Somerset	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This provides a separate route for the local traffic away from the main route.		No
41	Cycle Somerset	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	There is little detail on the construction phase and how the access and through traffic will be maintained.	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
42	Cycle Somerset	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	This provides access for local traffic and safe passage for cyclists crossing the route. The minor diversions for cyclists are acceptable.	National Highways acknowledges the general support received in relation to the design proposals.	No
43	Cycle Somerset	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This provides for a North-South route between Stewley and Ashill albeit with a diversion.	National Highways acknowledges these comments.	No

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44	Cycle Somerset	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This provides for a route between Broadway and Ilton albeit with a minor diversion.		No
45	Cycle Somerset	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	This provides for a route between Broadway and Ilton albeit with a minor diversion.		No
46	Cycle Somerset	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	<p>The cycle commute from Taunton to Ilminster in either direction implies the use of the roundabout at both ends. This is flawed. A better route exists to the West of the dual carriageway via Stoke St Mary, Slough Green, Bickenhall, Horton and then via Crock Street to enter Ilminster from the South. This could be improved significantly if going via Horton Cross and Southfields. This local route should be avoided by some traffic using the dual carriageway and maybe less busy.</p> <p>For leisure cyclists, provision has been made to cross the dual carriageway with minor diversions.</p>	<p>The form of the Nexus 25 junction has been revised following the consultation feedback, to be a signal-controlled crossroads as part of the scheme. The signal control would include dedicated crossings for pedestrians and cyclists, to link with the off-carriageway routes already provided around the junction.</p> <p>Options that were considered for the offline cycle route included via St Mary Stoke, Slough Green, Bickenhall and Horton but the scheme route is considered preferable because it is more direct.</p>	No
47	Cycle Somerset	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	This separates the main route and local traffic.	National Highways acknowledges this comment.	No
48	Cycle Somerset	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	It is unclear to what extent routes, access and junctions would remain open during construction. A more detailed plan is required. Closures may be necessary but significant diversions may be incurred adding to cycle journeys; early warning is essential.	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.</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> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	No

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49	Cycle Somerset	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Long term - no comment. However, during construction it is unclear to what extent the environment will be disturbed and how it will be reinstated.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme.</p> <p>An Environmental Management Plan (EMP) has been prepared and is presented within Environmental Statement Appendix 2.1 (Document Reference 6.4). The EMP 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 (DMRB) LA 120 Environmental Management Plans.</p>	No
50	Cycle Somerset	Do you have any other comments you would like to make about our proposals?	The dualling of the A358 makes good provision for the major traffic flows. Local traffic routes are preserved with minor diversions. The roundabouts at both ends are heavily weighted in favour of motorists/traffic at the expense of cyclists and walkers. Additional risks may be taken by them to avoid significant delays and some will be deterred from commuting by cycling or walking which should be encouraged.	<p>The scheme would not affect the existing walking and cycling routes at M5 junction 25 and would not trigger any need for improvement. The design of the Nexus 25 junction as presented at the 2021 consultation included enlarging the existing roundabout due to the new A358 connection, and to provide adequate capacity for the predicted traffic flows. Following consultation feedback and further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed. This change was made to facilitate the inclusion of a safe crossing point for walking and cycling users across the scheme and improve the flow of traffic between this junction and the M5 junction 25. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the park and ride site would all be retained.</p> <p>At Southfields roundabout, the speed restriction along the A358 (west) between Horton Cross and Southfields would be reduced to better manage mixed traffic flows and a new road crossing provided at the services access as part of the traffic signal control. New footway/cycleway construction would tie into the existing at the new crossing with filters for cyclists to exit or enter the carriageway. The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened to better accommodate pedestrians and cyclists. These measures contribute to a safer environment for cyclists, allowing them to avoid the circulatory carriageway at Southfields roundabout.</p>	No
51	Cycle Somerset	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	<p>There will be even more traffic lights for the Nexus roundabout extension and increase the frustration of cyclists and walkers. Discouraging other means of access creates more traffic.</p> <p>The use of the old section of road will be good for local traffic but end up at a poor junction for cyclists.</p>	<p>The design of the Nexus 25 junction as presented at the 2021 statutory consultation included enlarging the existing roundabout due to the new A358 connection. Following consultation feedback and further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed. This change was made to facilitate the inclusion of a safe crossing point for walking and cycling users across the scheme and improve the flow of traffic between this junction and the M5 junction 25. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the park and ride site would all be retained.</p> <p>As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. The signal-controlled crossing on the A378 Langport Road would provide a safe crossing for all users and allow them to avoid the northern roundabout at Mattock's Tree Green junction.</p>	No

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52	Cycle Somerset	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The junction separates the local and through traffic. However, the two roundabouts shown are large, 2 lane roundabouts with trees in the middle. This is poor for cyclists. Smaller, single lane roundabouts reduce traffic speed and is safer for cyclists whose speed is closer to the traffic allowing all to travel more safely together. Good visibility is essential. The need for separate cycle provision is not required.	The dumbbell roundabouts are designed to cater for the forecast traffic flows in year 2046. Smaller roundabouts are not feasible at Mattock's Tree Green junction due to the number of arms and volume of traffic. Visibility would accord with the Design Manual for Roads and Bridges (DMRB) and National Highways design standards.	No
53	Cycle Somerset	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Access is required and provided.	National Highways acknowledges this comment.	No
54	Cycle Somerset	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	This provides essential access to Hatch Beauchamp.	National Highways acknowledges the general support received in relation to the design proposals.	No
55	Cycle Somerset	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The closure of West Hatch Lane is accepted and thus griffin lane will be used as an alternative. It should be noted that Grffin Lane is narrow, poorly surfaced and discourages cyclists.  What will happen during the construction of the second bridge?	Maintenance of local roads is the responsibility of Somerset Council as local highway authority.  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
56	Cycle Somerset	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	This provides a safer crossing and separates the local traffic away from the main route.	National Highways acknowledges the general support received in relation to the design proposals.	No

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57	Cycle Somerset	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	This provides a safer crossing and separates the local traffic away from the main route.	National Highways acknowledges the general support received in relation to the design proposals.	No
58	English Heritage	N/A	<b>General</b> Thank you for sharing this. I have completed an initial check of our land ownership and we don't have any in the vicinity of the scheme. For statutory consultation please contact Historic England.	National Highways acknowledges this comment in relation to landownership within the vicinity of the scheme. National Highways has consulted Historic England at both consultation stages and has developed a Statement of Common Ground with this statutory consultee. See Statement of Commonality (Document Reference 7.3, Appendix C) for further details on engagement with Historic England.	No
59	Heart of the South West LEP		<b>Support for principle of development</b> Heart of the South West Local Enterprise Partnership is fully supportive of the principle of dualling this section of the A358, as part of upgrading the whole A303/A358 corridor between the M3 motorway and the M5 at Taunton to dual carriageway standard. Improved strategic connectivity, particularly to London and the South East, is important for businesses across the South West Peninsula. Reliable access to the South West, with predictable journey times, is vital for the visitor economy of the region, which is enjoying renewed prominence as a consequence of the Covid 19 pandemic.	National Highways acknowledges the general support received in relation to the design proposals.	No
60	Heart of the South West LEP		<b>M5 Junction 25 to Mattocks Tree Green Junction</b> We support the proposal to bring the new A358 carriageway into the Nexus 25 roundabout at M5 Junction 25. We welcome the proposals for improving the operation of Junction 25 through the provision of a dedicated left turn lane from Toneway to the northbound M5 slip road, and for the provision of an additional lane on the slip road to Junction 25 from the southbound M5 carriageway. We agree with the provision of a two lane overbridge across the new A358 to maintain continuity of Stoke Road.	National Highways acknowledges the general support received in relation to the design proposals.	No
61	Heart of the South West LEP		<b>Mattocks Tree Green Junction to Griffin Lane</b> We support the provision of a new all movements junction at Mattocks Tree Green, giving access to the A378, Henlade, Hatch Beauchamp, Ash Road and dwellings to the west of the new A358. We agree with the provision of a new bridge over Griffin Lane, to maintain local connectivity along Griffin Lane. <b>Griffin Lane to Ashill Junction</b> We support the proposals for this section of route. We agree with the provision of a new bridge to carry Bickenhall Lane over the new A358, and with the proposals to link Village Road to the former A358, and thence to the Ashill Junction. Consideration of the options for replacement of the Capland Lane junction are essentially a local matter, and as such we do not believe it would be appropriate for the LEP to comment further.	National Highways acknowledges the general support received in relation to the design proposals.	No
62	Heart of the South West LEP		<b>Ashill Junction to Southfields Roundabout</b> We support the proposals for the new all-movements Ashill Junction and associated link roads to maintain continuity of access. We welcome the proposed provision of a dedicated left turn lane at the Southfields roundabout linking the new A358 into the eastbound carriageway of the A303 Ilminster Bypass. However,	National Highways acknowledges the support on the scheme aspects listed. The layout of the merge from the segregated left turn lane to the A303 eastbound was improved at supplementary consultation and increased in length to provide a greater distance for vehicles to merge.  The A358/A303 eastbound merge comprises of three lanes, one from the segregated left-hand turn and two from the Southfields roundabout	No

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			we would question whether the length of the merge on the eastbound carriageway is adequate? It would appear to expect three lanes of traffic exiting the roundabout to merge into a single lane within 250 metres.	exit arm. The proposed segregated left hand turn merges into lane one of the two lane A303 eastbound with this reducing to a single lane after this merge.	
63	Heart of the South West LEP		<p><b>General</b></p> <p>In the development of any major new highway scheme there needs to be a balance between providing for safe and efficient movement of through traffic and maintaining local access points from the adjoining community.</p> <p>We agree that the provision of two intermediate all-movements junctions, at Mattocks Tree Green and Ashill seems appropriate.</p> <p>We support the closure of at grade crossings for pedestrians, cyclists and horse riders, on safety grounds and welcome the alternative provision which is included in the proposed scheme.</p> <p>We look forward to the early submission of the Development Consent Order. As noted above the LEP is strongly supportive of both the principle of upgrading the whole A303/A358 corridor, and the individual A358 Taunton to Southfields scheme.</p>	National Highways welcomes general support for the scheme and for the elements of the scheme listed.	No
64	Lower Henlade and Stoke Road Residents Association	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	We have undergone months of disruption to J25 and Nexus which has only just finished. If you needed to upgrade it, why wasn't it done at the same time? Why waste taxpayers' money doing it twice?	<p>National Highways has been liaising closely with Somerset Council (formerly Somerset County Council) during the development of the scheme. Somerset County Council were granted planning approval for the M5 junction 25 improvements, which included the new Nexus 25 roundabout, in March 2018. In early 2018 the A358 Taunton to Southfields Dualling Scheme (the scheme) consulted on route options.</p> <p>Prior to that approval and in January/February 2018, the 'Pink' option was considered to be the best performing, and it included a direct connection from the A358 to a new motorway junction south of junction 25. Somerset County Council therefore reasonably assumed in their design of the M5 junction improvements that the scheme would be constructed in line with the 'Pink' option, as that was the most likely configuration of the scheme at the time.</p> <p>Following options consultation in January/February 2018 the affordability of the scheme and the impact on public open spaces was reviewed by National Highways and the direct connection to a new M5 junction was removed from the Scheme. This resulted in a 'Pink Modified' option, which was announced as the preferred route by National Highways in June 2019.</p> <p>In the meantime, Somerset County Council had already appointed their contractors for the construction of their M5 junction 25 improvements in February 2019 and the construction work began in July 2019.</p> <p>Any delay to the more advanced M5 junction 25 works to take into account the change from the A358 arrangement proposed in the Pink Route to Modified Pink Route scheme would have been unreasonable at that time and could have jeopardised that important project.</p>	No
65	Lower Henlade and Stoke Road Residents Association	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new	As Parish Path Liaison Officer for Ruishton Parish I am not happy to see some of the footpaths cut off and diverted. However, it is possible the new proposals may be acceptable replacements in the circumstances. It is difficult to form an opinion until it is done.	Public rights of way would be retained as much as possible, and the scheme includes new off-road routes and new crossings. Some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at the same level, making the public rights of way network safer and more inclusive. Proposals for walking, cycling and horse-riding users as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which	No

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		off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response		<p>is complemented by the Public Rights of Way Management Plan (Appendix 2.1 Annex F, Document Reference 6.4).</p> <p>In Ruishton parish, the main impact would be the diversions of footpaths T 22/5, 22/6 and 22/7 and stopping-up of T 22/1. Walkers would have to use Stoke Road overbridge to cross the scheme. To mitigate the impact on the footpaths, Oldbroach Lane would be dedicated as a restricted byway and a new restricted byway would run alongside the scheme from the lane to Stoke Road overbridge. This new path would have views towards the Blackdown Hills and provide an alternative route for users instead of Haydon Lane. National Highways considers that the scheme adequately mitigates the impact on footpaths with safer and attractive routes.</p>	
66	Lower Henlade and Stoke Road Residents Association	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Stoke Road should be kept open but whether the bridge should be shifted to the west is debateable.	Constructing Stoke Road to the west provides construction and safety benefits compared to a replacement on the line of the existing road. It also relocates the road further away from existing properties on Stoke Road to minimise the impact of the change in road levels required to pass over the new A358.	No
67	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>NOISE:</b> This is the major concern of everyone around here, both during construction and when the road is built. You have promised a quiet surface and we all hope the most effective sound barriers will be used in this area and all areas where the road is near residential properties. You forecast noise reduction for those living on the current A358, who bought their properties knowing they were on a main road; this comes at the expense of greatly increased noise for Lower Henlade and Stoke Road, whose residents bought their properties on relatively quiet roads. As your statistics show, the number of properties adversely affected greatly outweighs the number of properties beneficially affected.</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..</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), a total of 110 likely significant adverse effects and 360 likely significant beneficial effects have been identified.</p> <p>Detailed modelling of the spread of noise has been undertaken in relation to the scheme, and 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. This includes acoustic barriers and bunding along the south side of the new A358, either side of Stoke Road.</p>	No

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68	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<b>LIGHT POLLUTION:</b> We are relieved to see that lighting will only be provided at the junctions. Can something more be done to protect us from vehicle lights at night?	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.  Environmental mitigation in the form of earth bunds, acoustic fencing, hedgerow/hedgerow with tree planting, woodland, and scrub is proposed and will contribute to screening or filtering vehicle lights once established, in a similar manner to existing roadside treatments on the A358.	No
69	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<b>TREES:</b> You are planning to cut down a lot of trees. Can we have some more trees or a woodland planted in the "species rich grassland" opposite the houses in Lower Henlade. These would be a visual improvement and may help to mitigate the increased sound you have admitted you are imposing on us.	National Highways have developed a scheme design which includes extensive areas of grassland, hedgerow, and woodland habitat creation. 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. 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. The translocation of trees and hedgerows is also proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the Landscape and Ecological Management Plan (LEMP) (Annex D, Appendix 2.1, Document Reference 6.4, Appendix 2.1). Please refer to Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) as new woodland is now proposed for this location.	No
70	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<b>VIBRATION:</b> You have admitted vibration could cause structural problems, which is a cause for concern.	Extensive studies carried out in the UK and overseas have shown that documented proof of damage to structures or their finishes resulting solely from well-controlled construction and demolition vibrations is rare. Taking account of the construction programme and method, vibration levels during construction activities (especially earthworks and road pavement works which will likely to generate highest ground-borne vibration) have been undertaken and reported in the Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). With the construction vibration mitigation measures such as use of smaller vibratory compaction plant, or static methods within close proximity to sensitive receptors in accordance with Best Practicable Means as set out in the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), no adverse vibration impact has been identified with respect to building damage.	No
71	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the	<b>RAT RUNNING THROUGH LOWER HENLADE:</b> It is fanciful to think a dual carriageway to M5 Junction 25 is going to decrease rat running through Lower Henlade. It is a rat run because it is a route to west Taunton, not usually because drivers	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	No



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		Preliminary Environmental Information (PEI) Report	are trying to avoid the A358. SatNav sends people this way if they want to get from south of Taunton to the Racecourse or Musgrove Park Hospital, for instance. Re-opening the Blackbrook Bus Gate might make a difference, but this road will not. What will happen is that all the traffic that would have come up Greenway Lane will now drive along Stoke Road and Lower Henlade, benefitting Greenway lane, probably making no difference to Lower Henlade, but increasing Stoke Road's traffic dramatically. Your own diagram from page 14 (page 16 of the pdf file) of A358 Technical Traffic Note HE551508-ARP-GEN-ZZ-RP-TR-000006 of 29/09/21 shows a red line southbound on Stoke Road forecasting an increase in traffic flow of between 1000 and 5000 daily. (It is difficult to tell from the similar colours whether it is 1000-2000 or 2000-5000.) In addition, there is the likelihood of an INCREASE in traffic from Taunton travelling east along Haydon Lane to Lower Henlade, then north up Stoke Road because drivers will then find it easier to turn right onto the current A358, a manoeuvre which deters many people at present.	<p>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>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. As a result, there is now forecast to be an increase in the forecast traffic on Haydon Lane and part of Stoke Road as a result of the scheme. As a result of this increase National Highways has amended the design to include a number of passing places on Haydon Lane to enable vehicles to use the lane safely, as well as the localised widening of parts of Stoke Road.</p> <p>The approach on local road mitigation is detailed in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
72	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>WILDLIFE:</b> Most of the factors that are going to upset humans – noise, dust, vibration, changing habitat etc – are also going to upset our wildlife and pets.</p>	National Highways have undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment (EIA) and identify mitigation measures required to protect wildlife during construction. Areas of existing vegetation of high biodiversity value have been retained or protected where possible or minimised through design. National Highways has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan (Document Reference 6.4, Appendix 2.1) as part of the DCO 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 (see Environmental Statement Appendices 8.24 to 8.35, Document Reference 6.4) which detail measures that would be taken during both the construction and operational phases of the scheme to protect wildlife.	No
73	Lower Henlade and Stoke Road Residents Association	Do you have any other comments you would like to make about our proposals?	<p>This is a hugely expensive project that is damaging and unnecessary, especially now that the A303 at Stonehenge has been halted. If this is meant to be part of a strategic corridor, there is little point wasting taxpayers' money in speeding up this part of the route when the A303 is such a bottleneck.</p> <p>Improving rail, rather than road, connectivity would be a better idea.</p> <p>The new road will make no difference if there is an accident on the M5 in either direction – traffic on all roads will still come to a standstill.</p> <p>Below are some comments about the strategic aims stated in the webinar of 20 October 2021:</p> <p>Aim: To support economic growth, facilitating growth in jobs and housing. Comment: A massive growth in housing has already taken place in and around Taunton without any help from this dual carriageway.</p> <p>Aim: To protect the environment. Comment: How can gouging a 4-lane 70 mph road through a rural landscape improve the</p>	<p>The Secretary of State for Transport granted the DCO for the A303 Stonehenge scheme in July 2023, following the quashing of the original decision in the High Court to grant it in 2021.</p> <p>Alternatives to the proposed 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. A summary of the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2).</p> <p>The scheme is identified as a key feature in the Taunton Deane Borough Council Adopted Core Strategy (2011 - 2028), Policy SP 2 'Realising the vision for Taunton' noting "a Henlade by-pass together with traffic calming and improved junctions as part of A303/A358 improvement package, subject to the availability of government major highway scheme funding".</p>	No

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			environment?  Aim: To reduce the impact of the road and look for ways to improve local people's quality of life. Comment: How can making local people add many miles to their journeys, taking their land, spoiling their rural views and creating noise and exhaust pollution improve people's quality of life?  Aim: Keeping people connected. Comment: Not local people.	The means by which the scheme accords with planning policy at all levels is set out in the Case for the Scheme (Document Reference 7.1).	
74	Lower Henlade and Stoke Road Residents Association	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	"VILLAGE GREEN" FOR LOWER HENLADE AND STOKE ROAD: We currently have no meeting place and it would at least be a small compensation if you could set aside some of the "species rich grassland" opposite the houses of Lower Henlade as a sort of village green. (But please consult as to the access point and other details.)	National Highways acknowledges this comment. Land identified for species rich grassland is required for biodiversity mitigation. However, subject to appropriate agreements and form of use, it may be possible to accommodate some form of access, such that it would not compromise the biodiversity function of the land. If appropriate, this can be discussed in due course with relevant parties.	Yes
75	Motor Fuel Group Ltd	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	I would take this opportunity to raise my client's concerns in respect of the proposals which appear to take away my client's right of access to their site (Taunton Deane Service Station, Black Brook Park Avenue, Deane Gate, Taunton, TA1 2UH) from Deane Gate Avenue, and which would have a detrimental impact upon trading at the subject site. In any event, further information in respect of the scheme as it relates in particular to the area north of my client's site would be appreciated.	The proposals will not take away the right of access to the Taunton Deane Service Station. The scheme boundary along Toneway follows the highway boundary and is required to allow for temporary traffic management works, and minor highway works such as new signs or lines.	No
76	National Farmers Union		General The NFU represents 55,000 members across England and Wales. In addition, we have 20,000 NFU Countryside members with an interest in farming and rural life. The NFU would like to make the following points in regard to the A358 Taunton to Southfields Dualling Scheme before the scheme design is finalised. The first section will cover issues which have been raised by members in regard to specific junctions and the second part will cover general issues.	National Highways welcome the comments raised by the National Farmers Union in relation to the proposed scheme, both from members and more generally.	No
77	National Farmers Union		<b>Section 1 - 1.1 The Slip Road to Ash Road</b> The NFU believes that the Mattock's Tree junction as designed provides good access to go East or West on the new proposed A358 with the dumbbell roundabout design providing good access on to local roads in all directions. The slip road running south off the roundabout on to Ash Road as designed meets the existing Ash Road by Ashe Farm on one side of the road and the campsite on the other, numerous agricultural vehicles will be going on and off Ash Road to and from the farm steading along with numerous vehicles entering and exiting the campsite. The design of where the new slip road runs on to the existing Ash Road must take these access points into account.	The connection from Ash Road to Mattock's Tree Green junction was modified at supplementary consultation following feedback, however this still maintains connectivity. National Highways considers that the new layout makes provision for the movements described.	No
78	National Farmers Union		<b>Section 1 - 1.2 Access Roads</b> It is understood that the existing stretch of Ash Road running north from the access to the campsite will remain open to where it meets the embankment of the new road and then a bridleway is to be created running in parallel to the new road to connect to Greenway Lane. There is concern that this existing stretch of the Ash Road could be used for fly tipping, travellers, people parking up. It would seem sensible that only agricultural access was allowed along this stretch of Ash Road for Ashe Farm with a gate to stop public access. In regard to the bridleway, it is not completely understood as to why it is necessary to create this new bridleway from the existing Ash Road to Greenway Lane, further clarification is	This length of Ash Road is proposed to remain open to provide access to a residential property and proposed drainage attenuation basin. The link from Ash Road to Greenway Lane is proposed as a restricted by-way to enhance connectivity for walkers, cyclists, and horse-riders in the local area.  The proposed access to Huish Woods, Somerset Progressive School and Nightingale Farm Units is no longer a no-through road and provides an onward connection to West Hatch Lane.  National Highways have met with the impacted landowners to discuss the access arrangements.	No

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			requested. It is believed necessary to create a new connection to provide access for Somerset Progressive School, Huish Woods Scout Campsite and for the Nightingale Farm Units. This new road will open up the northside and back of Ashe Farm and there are concerns over security which is not an issue at the present time. Access will also need to be given to Ashe Farm to access land on the north side of this road. Again, with this being a no-through road, there is concern over fly tipping, travellers and parking.		
79	National Farmers Union		<p><b>Section 1 - 1.3 Traffic Movements</b></p> <p>The traffic movements which have been highlighted for Ash Road are not clear in the Technical Traffic Note. Figure 9.1 highlights that daily flow could be 2000 to 5000 vehicles coming off the new road down the slip road past Ashe Farm but the second section on the table only shows 500 to 1000 vehicles going towards Stoke St Mary and 250 going towards West Hatch. This does not make sense. Where have all the other vehicles gone? How can it drop from up to 5000 vehicles to 1000 vehicles or lower? Further vehicles travelling north from either Stoke St Mary or West Hatch shows vehicles increasing from 250-500 vehicles to 1000 vehicles on Ash Road travelling past the farm.</p> <p>Further clarification is requested on the detailed traffic movements and traffic data.</p>	<p>Figure 9.1 of the Technical Traffic Note gives a high-level indication of the change in traffic forecast on roads local to the A358 with the proposed scheme in place. Apparent changes in banding can be sensitive between adjacent roads if the change in traffic is at the very low or very high end of the band, and feedback from the 2021 statutory consultation suggested that the diagram was hard to read and interpret, especially trying to distinguish between the coloured bands. The flows in the model are consistent, but there were ultimately limitations in the way the data was displayed.</p> <p>As a result, an interactive traffic flow webmap was developed reflecting the proposed design presented at the 2022 supplementary consultation. This is available to access via the A358 supplementary consultation website. This tool allows users to click on the roads and ascertain forecast traffic flow by direction to a greater precision.</p> <p>Taken from the traffic flow webmap, the model shows the following annual average daily vehicle forecasts for 2028 (the proposed opening year at the time of supplementary consultation) with the proposed A358 scheme in place:</p> <ul style="list-style-type: none"> <li>- Ash Road between the Mattock's Tree Green junction and Higher West Hatch Lane: 309 eastbound, 368 westbound</li> <li>- Ash Road between Higher West Hatch Lane and Thurlbear: 281 eastbound, 382 westbound</li> <li>- Higher West Hatch Lane between Ash Road and Church Lane: 132 southbound, 174 northbound</li> </ul> <p>Note that total junction inflow = 368+281+174=823 Total junction outflow = 309+382+132=823</p> <p>Taken from the traffic flow webmap, the model shows the following annual average daily vehicle forecasts for 2028 (the proposed opening year at the time of supplementary consultation) without the proposed A358 scheme in place:</p> <ul style="list-style-type: none"> <li>- Ash Road between the Mattock's Tree Green junction and Higher West Hatch Lane: 469 eastbound, 346 westbound</li> <li>- Ash Road between Higher West Hatch Lane and Thurlbear: 561 eastbound, 322 westbound</li> <li>- Higher West Hatch Lane between Ash Road and Church Lane: 233 southbound, 117 northbound</li> </ul> <p>Note that total junction inflow = 346+561+117=1,024 Total junction outflow = 469+322+233=1,024</p> <p>Taken from the traffic flow webmap, the model shows the following differences in annual average daily vehicle forecasts for 2028 (the proposed opening year at the time of supplementary consultation) between the scenarios with the proposed A358 scheme in place and without:</p>	No

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				<ul style="list-style-type: none"> <li>- Ash Road between the Mattock's Tree Green junction and Higher West Hatch Lane: -159 eastbound, 22 westbound</li> <li>- Ash Road between Higher West Hatch Lane and Thurlbear: - 280 eastbound, 60 westbound</li> <li>- Higher West Hatch Lane between Ash Road and Church Lane: -102 southbound, 57 northbound</li> </ul> <p>Note that total junction inflow = 22+-280+57=-201 Total junction outflow = -159+60+-102=-201</p> <p>It should be noted that since the 2022 supplementary consultation, the modelling has been updated to reflect the latest opening year (2031) and the latest traffic growth assumptions. The latest traffic modelling results are also reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
80	National Farmers Union		<p><b>Section 1 - 1.4 Slurry</b></p> <p>Ashe Farm has an indoor intensive high welfare pig unit and at the present time there is an umbilical pipe under the A358 which takes slurry to land on the north side of the A358. It will be essential to maintain this umbilical pipe, but also build a culvert under the new road which will lead to the scout camp and under the new A358 to take a new umbilical pipe so that slurry can be spread on the land between the new access road and the A358 and land to the north of the A358. This will be essential accommodation works for Ashe Farm for the business to be able to meet the new farming Rules for Water.</p>	National Highways is consulting directly with the relevant landowner regarding the impact of the scheme in relation to any interests. Spatial provision for an umbilical pipe has been included within the design following consultation with the landowner and a farm impact assessment.	No
81	National Farmers Union		<p><b>Section 2 - 2.1 New Bridge at Bickenhall Lane</b></p> <p>The NFU is disappointed to see that National Highways (NH) in the consultation document have only highlighted that it proposed to create a new bridge for all traffic to cross the new A358 from Bickenhall Lane on the south to the Bickenhall Lane on the north which runs into Hatch Beauchamp. It is well known that there have been four options put forward for this bridge at Bickenhall Lane and the NFU therefore does not understand why all four options have not been highlighted in the consultation booklet. There is no information as to why NH have taken the unilateral and unevidenced decision to accept this option for a new bridge open to all?</p> <p>Access on to the new A358 will be closed, therefore all traffic traveling north on Bickenhall Lane from villages on the south side of the new A358 will have to go through Hatch Beauchamp. Hatch Beauchamp is a very small village, Bickenhall Lane is very narrow at the Hatch Beauchamp end and is used daily by agricultural traffic running from Higher Wrantage Farm to Bickenhall Farm which are two dairy units. All the HGV traffic going to Bickenhall Farm currently travels along the A358 and turns directly off the A358 to go to Bickenhall Farm which is situated on the southside of the A358. Under the proposals for the new A358 HGV traffic, including the milk tanker, will have to get off the new A358 at the Mattock's Tree Hill Junction go through Hatch Beauchamp and over the new bridge to get to Bickenhall Farm. Due to Bickenhall Lane and Hatch Beauchamp being so narrow it is not practical to have all public vehicles travelling Bickenhall Lane with the agricultural traffic..</p> <p>The NFU believe strongly that the new bridge proposed to connect Bickenhall Lane should only be a green bridge to be used by</p>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	No

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			agricultural vehicles to gain access to Bickenhall Farm and to be used by walkers, cyclists and horse riders.		
82	National Farmers Union		<p><b>Section 2 – 2.2 New Bridge to connect Village Road</b>  It has been highlighted that there will be a new bridge from Village Road connecting to Staple Fitzpaine Road and the existing A358. For this to be possible the road sweeps round from the new bridge on the south side of the new road to connect up to the existing A358 cutting through a lot of agricultural land. The link road from this new road on to the Staple Fitzpaine Road as shown on the latest design in the consultation cuts through the middle of a field cutting the field into three. The existing road to Staple Fitzpaine runs to the right of this new proposed road, it is not understood why the access/connection from the new road off the bridge cannot be straight on the existing road to Staple Fitzpaine. This would reduce land take, reduce the dissection of a field unnecessarily, allow access on to severed land and reduce the cost of this section of new proposed road. The NFU would like NH to reconsider this design.</p>	The route from Ashill to Hatch Beauchamp (via the Village Road overbridge) is the predominant traffic movement and so it is appropriate that this is on a direct alignment with the realigned Staple Fitzpaine Road connecting into this. Design standards have also influenced the layout of the road. National Highways is consulting directly with the landowner regarding the impact of the scheme in relation to any land interest.	No
83	National Farmers Union		<p><b>Section 2 – 2.3 Safety</b>  In the Non- Technical Summary under scheme objectives NH have highlighted 'Safety' and 'Severance'. It has been stated under 'Safety' that existing road junctions and private accesses closed with new connections and junctions provided making journeys safer by avoiding conflicting traffic turning movements. Further, it states the scheme will improve safety by encouraging road users to use the new A358 rather than seeking alternative local routes to avoid congestion into Taunton. The new bridge design at Bickenhall lane is not going to make journeys safer because local traffic will be in conflict with each other travelling in different directions along the narrow lane and more significantly in conflict with the agricultural vehicles which use Bickenhall lane every day. Further, NH by providing this connection from the south to the north of the A358 to reduce severance is not providing a safer replacement route for local communities but a route which is far more dangerous.</p>	<p>National Highways has undertaken a collision benefit appraisal on the scheme. It shows that with the scheme in place, there will be an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements onto or from the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the scheme. Design features such as this have a positive safety impact giving the proposed scheme an overall safety benefit. Where there are safety concerns as a result of the impact of the scheme on the local road network, National Highways has liaised closely with Somerset Council to agree appropriate mitigation measures.</p> <p>The methodology and results of the forecast accident analysis, the mitigation on local roads and the traffic modelling process is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	No

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84	National Farmers Union		<p><b>Section 3 Ashill Junction to Southfields Roundabout</b></p> <p><b>3.1 Parallel Road to connect Broadway Street and Thickthorn Lane</b></p> <p>The proposal of a new road to connect Broadway Street and Thickthorn Lane with Ashill junction will be essential for the landowners and farmers who farm land either side of the existing A358. This is due to the proposal to stop up the junctions on the A358 with Cad Road and Broadway Street. There are farmers who farm land on both sides of the A358 on this section who would regularly use Rapps and Cad Road for access on to the A358. The alternative route to go along existing local roads is an inefficient and costly journey to be doing multiple times a day. In addition, the local lanes are too narrow especially through some of the villages at harvest time with a combine, tractors and trailers.</p>	National Highways acknowledges the support for the Broadway Street Link.	No
85	National Farmers Union		<p><b>Section 3 - 3.2 Underpass</b></p> <p>The NFU understands that there are negotiations taking place in regard to an underpass where there is an existing underpass sited approximately in the location on the general arrangement plans where it has highlighted Ding bridge westbound. The underpass is presently used regularly in that location by the landowner who farms land either side of the A358, but is only suitable for small vehicles as the underpass is only 3m high and 2m wide. The NFU believes that it is essential that a new underpass is provided in this location due to the number of journeys which take place presently crossing the A358 which will not be possible when the road is built. The underpass would need to be 4m wide and 4m high. This is an essential accommodation work to connect to severed land by the proposed A358 and to maintain a large working viable business.</p>	An underpass with higher headroom would not be possible as this would require raising the alignment of the existing and widened A358. A new underpass under the new proposed carriageway will be the same dimensions as the existing. Taking into account consultation feedback, the design of the scheme has been modified to include an overbridge located to the north of Ding bridge. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding users.	No
86	National Farmers Union		<p><b>General - 4.0 Unwanted Access</b></p> <p>All of our members are concerned about unwanted access along roads which will now be no through roads. It is known how illegal and unauthorised fly-tipping can take place and parking, camping and motorhomes parking up on these types of access roads. NH must consider this issue in the final design and whether provisions are required like gates for example so that public access is not possible.</p>	National Highways acknowledges the concern raised and will continue to work with Somerset Council to agree on the most suitable provision for no-through roads, however many will need to remain open as public roads due to existing utilities present and different properties being served	No
87	National Farmers Union		<p><b>General - 5.0 Laybys</b></p> <p>Further it is understood that there may be a proposal to create laybys along the new road as these show on the video flythrough. Landowners are concerned as again laybys lead to unwanted parking and access on to land which abuts the laybys. It is understood that a safe area may be needed for traffic on the new A358, especially when vehicles break down or there are accidents, but these areas are very different to a layby. The distance between the roundabout from Taunton to the roundabout at Southfields is not that long and there are services at each roundabout.</p>	Parking lay-bys are required on the scheme in accordance with design standards and are a common feature on all-purpose trunk roads. Proposed emergency and parking laybys would be subject to a traffic regulation measure to impose a waiting restriction of 2 hours	No
88	National Farmers Union		<p><b>General - 6.0 Expressway</b></p> <p>The NFU would like formal clarification in writing that NH are not intending to class the new A358 as an Expressway and stop slow moving vehicles like agricultural vehicles using the new section of the A358. A lot of the landowners/farmers use the A358 to gain access not only to their own land but land they farm for others as well as a lot of silage and grain being transported between farm businesses regularly up and down the A358. The NFU will be looking for this to be stated and agreed within the DCO.</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	No

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				local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	
89	National Farmers Union		<p><b>General Issues - 7.0 Consultation with Landowners</b></p> <p>It is vital that National Highways engage comprehensively and effectively with landowners and farmers affected by the scheme. It is understood that not all landowners have been contacted by NH, it is essential that NH continue to engage effectively with landowners and farmers directly affected by the proposed scheme but also NH must reach out to engage with landowners and farmers who farm land on either side of the A358 who will be affected by the construction and the proposed new scheme when access roads are closed. Further one to one meetings should be held in a timely manner with all landowners and farmers looking in detail at technical and practical issues which will impact the farm businesses and to try to minimise the impact in the final stages of design. It is understood that NH have not held one to one meetings with some landowners since September. NH need to be as open as possible and provide as much design information as they can in regard to all aspects of design. It is crucial to ensure that the impact on farm businesses is kept to a minimum by the proposed scheme so that businesses can operate day to day during construction in a viable way.</p>	National highways have a landowner engagement team who are dedicated to engaging with landowners impacted by the scheme. Meetings with landowners have been ongoing during design development with comments and suggestions being taken onboard where appropriate. Two additional crossings of the new carriageway have been introduced to improve connectivity for farmers. The design team have carefully considered farm holdings, as well as impacts on agricultural land and this is reported in the Environmental Statement Chapters 9 Geology and soils and Chapter 12 Population and human health (Document Reference 6.2).	No
90	National Farmers Union		<p><b>General Issues - 8.0 Amount of land to be taken for the scheme</b></p> <p>The NFU feels strongly that both permanent and temporary land take should be kept to a minimum and the land taken should only be what is required to construct the scheme. Temporary and permanent land take requirements should be considered when deciding the final route and National Highways need to be as open and accurate as they can be in regard to the permanent and temporary land take required.</p> <p>It has been stated in the Population and Health, Chapter 12 that 37 agricultural holdings will be affected temporarily during construction, 31 holdings after restoration will continue to be affected permanently. Further that 23 holdings during construction will experience very large, large or moderate temporary adverse effects. These adverse effects can be minimised by only taking land that is necessary to build the road, reducing unnecessary land take for habitat mitigation, locating attenuation ponds on areas of land which do not have such a significant impact on the farm businesses, and this can be achieved by holding meetings with landowners/farmers to discuss the detail of the design thoroughly and NH taking on board suggestions which are made. Further, severance issues must be reduced.</p> <p>In the Geology and Soils, Chapter 9 it highlights that there will be a temporary loss of 351 ha and the area permanently required to construct the new road is 235 ha including 65ha of BMV land, the effects are therefore significant. To the NFU it does seem that land take is high for this proposed scheme. The General Arrangement Plans published show some large blocks of land identified to be taken within the order limits but do not show what the land is being taken for. The NFU would like to see the proposed environmental habitat mitigation drawings and plans which show what land is to be taken for construction compounds.</p>	Landowner engagement has resulted in a number of changes to help to minimise the impact on their holdings. However, there are constraints within which National Highways must design so that is not always possible. For example, the locations of ponds are determined by the ground level, the level of the proposed works and the outfall into adjacent watercourse which reduces the flexibility of these locations. Environmental mitigation proposed is essential mitigation for the scheme. 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).	No
91	National Farmers Union		General Issues - 9.0 Environmental Mitigation and Biodiversity Net Gain	The Environment Act 2021 was passed on 9 November 2021 but many of its provisions are yet to come into force. Due to the timing of	No

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			<p>In the Non-Technical Summary there is a lack of information in regard to habitat mitigation measures and the land requirement that will be needed to meet the mitigation measures that might be required to reduce the effects of the construction and operation of the scheme. It is stated that tree planting will take place within existing hedgerows and new hedgerows and trees will be planted alongside the widened section of the proposed scheme. The NFU is pleased to see that this type of mitigation has been stated. It further adds that woodland blocks will be added to the strategic woodland corridor and mitigation measures will be carried out for specific species, but there is no information in regard to agricultural land take to create these areas.</p> <p>The General Arrangement Plans do not highlight proposed habitat mitigation to date which is disappointing, but the NFU does know that mitigation plans have been discussed with some of the affected landowners/farmers. These habitat mitigation plans show large areas of land to be taken to create habitats. The NFU would like further information to understand the calculations to justify the amount of environmental mitigation that is required for the scheme. The NFU would like confirmation that the principal design in relation to habitat mitigation is to achieve no net loss of the natural habitat. The NFU would like to better understand further the methodology and its underlying assumptions and hence amount of habitat creation and the position on biodiversity net gain. It is essential that there is transparency in these decisions and calculations for land required for habitat mitigation and hence if a biodiversity net gain is delivered on the scheme, then what is the percentage of the gain and how has it been derived?</p> <p>The NFU does understand that there have been some discussions with landowners/farmers in regard to areas of land needed for habitat mitigation, but further discussions are needed especially to see if some habitat can be located on alternative areas of less productive land which will reduce the impact on the farm business. The NFU would like to understand whether areas for habitat mitigation will be taken on a permanent or temporary basis during construction. The NFU would also like clarification regarding whether environmental mitigation areas will be offered back to landowners on completion of the scheme or whether NH intends to retain ownership of these areas. The NFU would like to see early engagement with landowners if they intend to hand back these areas and a draft management agreement presented to landowners so that they can make a fully informed decision as to whether they would like the land back post-construction. If the landowner decided that they would like the land returned to them, the NFU would like to see the land taken on a temporary basis to limit the land taken by permanent acquisition.</p>	<p>the DCO application for the scheme, it is anticipated that the requirement to meet the biodiversity gain objective (within schedule 15 of the Act), requiring the delivery of at least 10% net gain compared to the onsite pre-development baseline, would not apply to the determination of the application. The scheme therefore does not commit to providing an overall biodiversity net gain (BNG) but instead seeks to maximise biodiversity for delivery within areas required for essential mitigation, primarily due to impacts on protected/notable habitats and species. Defra metric 3.1 has been used to measure the biodiversity losses and gains of the scheme, with the results presented in the Biodiversity Metric Report, found within the Environmental Statement (Document Reference 6.4, Appendix 8.6). The metric outputs have not influenced the selection of land for essential mitigation, but have been used to select the most appropriate habitat creation to deliver greatest biodiversity benefit. National Highways have prepared 12 mitigation strategies (see Environmental Statement Appendix 8.24 to 8.35, Document Reference 6.4), covering various habitats and species impacted by the scheme, which provide justification for the areas of mitigation land included within the scheme boundary.</p> <p>The focus of the environmental mitigation has been to avoid/reduce impacts to existing mature habitat features, such as woodland, hedgerow and treelines, as far as possible through an iterative design process to minimise land required for mitigation. Due to the prevalence of hedgerows within the local landscape, to reduce further severance of agricultural fields, mitigation plans have sought to enhance the existing hedgerow network wherever possible, through consultation with local landowners. Discussion regarding the detailed management of these features is ongoing, but in general comprise cutting each side of the hedge on a 2-3 year cycle (acknowledging that more frequent cutting may be required along local roads for safety purposes), increased cutting height and retention of a suitable grass margin at the base of the hedgerow.</p> <p>National Highways have sought to engage with landowners directly impacted by the scheme to understand the individual farm businesses affected and whether any suitable alternatives to the initial proposals were viable. This has resulted in significant changes to the scheme boundary since the initial statutory consultation in November 2021, through the incorporation of offsite areas of habitat, for biodiversity mitigation, in an effort to reduce the economic impact on farm businesses as far as practicable. Where the provision of mitigation in a particular location is unavoidable, National Highways have sought to understand the most appropriate management regimes that would be adoptable by the relevant landowners whilst still achieving the overall requirements of the essential mitigation, to enable this land to be returned to the landowner in the long-term. As has been discussed with impacted landowners, it is the intention that the majority of habitat creation/enhancement areas are returned to the respective landowners after the initial five-year maintenance and monitoring period. Ongoing management of these areas would be secured through agreement. National Highways are committed to continuing these discussions throughout the DCO process with the aim of reaching agreement over the temporary acquisition of land for</p>	



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				construction and mitigation purposes, minimising the requirement for compulsory purchase	
92	National Farmers Union		<p><b>General Issues - 10.0 Balance Ponds</b>  The General Arrangement Plans do appear to show a significant number of attenuation/balance ponds for the scheme. The NFU would like NH to discuss the location of balance ponds with landowners/occupiers to make sure that the impact of these on agricultural holdings can be minimised. This can be achieved by locating attenuation ponds within corners of fields or running them alongside field boundaries rather than setting them at ninety degrees where they stick out into the field. Further, thought must be given to the location of access tracks which will be required for ongoing maintenance by NH to the attenuation ponds. Access tracks should not run directly down through a middle of an existing field but should be located alongside existing field boundaries to minimise disruption to infield operations.</p>	The number and size of attenuation basins is in accordance with design standards and the requirements of the lead local flood authority. National Highways has consulted with affected landowners in relation to positioning and access requirements. Attenuation basins have been moved where possible to accommodate requests from impacted landowners.	No
93	National Farmers Union		<p><b>General Issues - 11.0 Rights of Way</b>  When all rights of way diversions are known, whether it is a footpath or bridleway, the diversion routes especially where new diversion routes will be permanent, or a new right of way is to be created these routes must be fully discussed and agreed with landowners and occupiers. This is particularly important if rights of way are located near livestock buildings or yards.</p>	National Highways has consulted with affected landowners in relation to public rights of way diversions and is committed to continuing to engage with persons with an interest in land throughout the development of the scheme.	No
94	National Farmers Union		<p><b>General Issues - 12.0 Access</b>  The NFU would like to stress as highlighted above how important access is for not only landowners/occupiers directly affected by the scheme, but also other landowners/occupiers who farm adjacent to or nearby and who may farm land on both sides of the A358. They will require access onto and across the A358 to maintain a viable farm business.  Access during construction: There is no mention in the consultation of how access to severed land on farms will be retained during construction. All efforts must be made to cause the least impact on farm business operations to ensure that businesses are able to continue to function during construction. Our members are very concerned about what access will be provided and that it will be adequate. Most farm businesses will require access during construction across the works 24hours a day and 7 days a week.</p>	<p>The impact of construction on property and businesses including farm holdings is identified and assessed in Environmental Statement Chapter 12 Population and health (Document reference 6.2).</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. All reasonable efforts will also be made to ensure access to land and property is also maintained during construction. The Environmental Management Plan (Document Reference 6.2, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed.</p> <p>National Highways continues to collaborate with the local highways authority, Somerset Council, to identify and manage any potential mitigation measures required. National Highways has also consulted with affected landowners in relation to access and is committed to continuing to engage with persons with an interest in land throughout the development of the scheme.</p> <p>As details on construction phasing is developed at the next stage of design access arrangements will be discussed in more detail with landowners. National Highways are committed to maintaining access during construction and reducing the impact as much as possible.</p>	No
95	National Farmers Union		<p><b>General Issues - 13.0 Waste and Spoil</b>  The NFU strongly believes that land should not be compulsory purchased for the scheme to take waste and spoil from the construction works. It is stated in the Non -Technical Summary that the excavation works will result in a surplus of material approximately 58,700cubic metres. It has been stated that opportunities to use this material as part of the proposed scheme</p>	<p>Land will not be compulsory purchased for the sole purpose of taking waste and spoil from the construction works, however, where there is a need for a landscape or acoustic bunds to mitigate visual or noise impact of the scheme we will seek to utilise any excess material, to minimise unnecessary traffic movements and waste to landfill.</p> <p>Numerous workshops and scheme re-design have been carried out to</p>	No

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			will be considered including engineering and essential landscaping. It is now apparent that NH are wanting to create a lot of bunds next to the road and take agricultural land for the dumping of waste material. The NFU would like NH to re-address the use of waste material and would like to receive information that other alternatives have been looked at to take the waste material off site to reduce agricultural land take. Bunds/embankments that are created with a 10/1 profile take a large area of land and it takes a very long time before it is possible to carry out arable or grass ley production on the profiles slope. The NFU would like to have a meeting to discuss the use of waste material for bunds and embankments.	<p>reduce the volume of surplus material generated during the excavation process.</p> <p>The restoration of disturbed soils to agricultural use is typically undertaken within a 5-year aftercare period. Where the most sustainable use of the soils is to reduce the gradient of the bunds and restore the land to agriculture, the total area of agricultural land permanently required by the scheme will be reduced. All restoration of agricultural land would be undertaken in accordance with the Soil Resource Management Plan (Document Reference 6.4, Appendix 2.1, Annex I) and best practice.</p> <p>A 10/1 bund/embankment profile has been adopted as this is standard practice to keep agricultural land on an embankment.</p>	
96	National Farmers Union		<p><b>General Issues - 14.0 Agricultural Land Drainage</b></p> <p>The NFU has not been able to find within the PIER where agricultural drainage has been assessed and how it will be treated during construction and reinstated at the end of construction. It is really important that all agricultural drains are intercepted during construction and that a design for final reinstatement of drainage is agreed with landowners/occupiers. Further the NFU would like to see that the road drainage plans are linked to agricultural drainage plans so that flooding of agricultural land does not occur from the road scheme during construction and once operational. The NFU has specific wording that covers how field drainage should be dealt with and will be looking for this wording to be included within or linked to the outline code of construction within the DCO documents. The NFU would like to discuss field drainage further with NH.</p>	<p>The overall aim of the proposed drainage strategy is to replicate the volume, rate and direction of existing runoff. Agricultural drainage has not been mentioned exclusively but the operation and performance of the proposed networks will ensure agricultural land is not flooded from highway related runoff.</p> <p>An Environmental Management Plan (EMP) for the design stage has been prepared and is provided within Environmental Statement Appendix 2.1 (Document Reference 6.4). The EMP has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) guidance LA 120 Environmental Management Plans and will be updated throughout construction and handover in accordance with this guidance.</p>	No
97	National Farmers Union		<p>General Issues - 15.0 Soil</p> <p>It has been stated in Chapter 9: Geology and Soils that significant impacts will occur to agricultural soil due to temporary land take during construction but that temporary effects arising during construction on soil quality in relation to degradation during handling may extend into operation but should not be persistent assuming that the best practice mitigation measures are followed. It has been stated that agricultural land used temporarily would be restored to a condition suitable for return to its existing land use. It is stated that primary measures to mitigate soils will be set out in a Soil resources and management Plan (SRMP). Further that a SRMP will confirm the proposed methods for handling, storing and replacing soils. Soils to be managed and protected during construction works in accordance with Defra's Code of practice for the sustainable use of soils on construction sites. The NFU is pleased to see that this has been stated in the PIER at Chapter 9 and this management of the soil is essential if land taken on a temporary basis is to be returned and reinstated in a condition suitable for agricultural production. It is essential that a record of condition is taken of land on farm holdings including soil sampling before construction takes place and a pre-construction soil statement drafted for land to be returned for each holding. The reinstatement and aftercare of agricultural soils can then be linked to each pre-construction soil statement so that the right aftercare is carried out and implemented to enable the soil to be brought back to its pre-construction condition. The aftercare of agricultural soils will need to be agreed with landowners and farmers and in</p>	<p>The Soil Resource Management Plan (SRMP) (Document Reference 6.4, Appendix 2.1, Annex I) submitted with the DCO application will be used to inform Preconstruction Soil Statements which will ensure that the correct restoration and aftercare is carried out and implemented to enable the soil to be brought back to its pre-construction condition.</p> <p>Prior to construction, the aftercare of agricultural soils will be agreed with landowners and farmers, with the management of the aftercare offered to the affected landowner/farmer in the first instance.</p> <p>The SRMP (Document Reference 6.4, Appendix 2.1, Annex I) states that a restoration plan and statement will be prepared and that there will be an aftercare period of generally up to 5 years. The project welcomes any specific details the NFU wishes to provide with regards to soils survey information provided in the SRMP. The SRMP includes details of subsoil and topsoil storage, information of soil restoration and details of appropriate aftercare.</p>	No

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			<p>most cases, it is likely that each affected landowner/farmer will want to carry out the aftercare once the soils have been reinstated.</p> <p>The NFU has specific details it would like to see carried out within a soil survey to be included in the soil statement. The wording will be provided and discussed with NH. The NFU would also like to see it stated that a restoration plan and statement will be prepared and that it will carry out maintenance over a 5-year period this is essential.</p> <p>The NFU will be wanting to see a detailed plan/document within the DCO documents which details how subsoil and topsoil will be stored and kept clean during construction, details of how soils will be reinstated and how aftercare will be carried out. If voluntary agreements are to be agreed, then the NFU will be expecting this to be set out in the voluntary agreements.</p>		
98	National Farmers Union		<p>General Issues - 16.0 Outline Code of Construction</p> <p>As outlined above, the NFU has specific wording that will be expected to be included in an Outline Code of Construction to cover how practical aspects of the construction should be dealt with in relation to agricultural land. The NFU wording covers the following:</p> <ul style="list-style-type: none"> <li>a. Agricultural Liaison Officer</li> <li>b. Records of Condition</li> <li>c. Biosecurity</li> <li>d. Irrigation</li> <li>e. Agricultural Land Drainage</li> <li>f. Treatment of Soils</li> <li>g. Agricultural Water Supplies</li> </ul> <p>The NFU would like the opportunity to consult with National Highways on the drafting of these elements of the Code of Construction ahead of the submission of the DCO.</p>	A Soils and Resources Management Plan has been prepared (Document Reference 6.4, Appendix 2.1, Annex I), which will be developed further by the contractor as part of the Environmental Management Plan, should the DCO be granted and the scheme proceed.	No
99	National Farmers Union		<p>General Issues - 17.0 Voluntary Agreements</p> <p>The NFU is hoping that NH will look to enter into voluntary agreements with landowners and farmers and not just rely on getting compulsory powers under the DCO. It is important that NH enter into these negotiations properly discussing heads of terms within an Option Agreement in detail first, or any type of agreement if this is what is offered.</p> <p>On other road schemes it has been reported by agents acting to the NFU that NH have not been forthcoming in their approach when offering to enter into a voluntary agreement. Standard agreements have been offered to some agents acting for landowners, but NH have not been prepared to enter into detailed heads of terms. It is essential that NH are prepared to enter into meaningful voluntary agreements.</p> <p>The NFU would expect NH to enter in to detailed head of terms first and for these terms to be included within the Option Agreement offered, before sending an Option Agreement to landowners to consider. It is normal for these types of voluntary agreements to offer better terms than is expected within the terms of the DCO.</p> <p>The NFU would like to know when NH are intending to write to all affected landowners to start negotiating voluntary agreements. On other DCO schemes the NFU, along with a working group of agents acting, has entered in to and negotiated heads of terms for a voluntary agreement well in advance of even the DCO</p>	Landowner discussions have continued throughout the development of the scheme and now include the district valuer to provide information and guidance around compensation and the possibility of entering into section 253 agreements or any need for compulsory purchase. Considering the scale of environmental mitigation proposed as part of the scheme it is the intention to enter into as many agreements as possible with landowners. As part of this process the team have started to draft these outline management agreements. However, if an agreement cannot be reached with the impacted landowners then the land will be purchased by National Highways and managed by their estates team.	No

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			application for the scheme in question being submitted to the Planning Inspectorate. The NFU believes that NH will need to significantly increase their efforts in negotiations on design before they can start to negotiate voluntary agreements. It is apparent to the NFU that there is a lot of work to be carried out in regard to the scheme before the application for the DCO is submitted to the Planning Inspectorate.		
100	National Farmers Union		General Issues - 18.0 NFU Engagement The NFU would like to engage further with National Highways on behalf of members that are affected by the proposed scheme. The NFU would be grateful for a further meeting to be arranged with the project team as soon as possible to get some further information on the points raised in this consultation.	Following statutory consultation, National Highways undertook a further supplementary consultation in May to June 2022, however the NFU did not respond. The NFU are invited to and have attended regular Community Forums (see Chapter 2 of the Consultation Report for further information (Document Reference 5.1)). National Highways would be willing to continue to engage with the NFU should they have any concerns or queries about the DCO application.	No
101	Netherclay House Residential Care Home	N/A	<b>Objection to principle of development - environment/climate grounds</b> This out of date scheme might have been appropriate for the early 1990s. Somerset could show clever footwork. To do the opposite by rewilding, creating an area known for leisure and soft tourism. Taking away the need for heavy traffic that does little to support Taunton, maybe some other MPs patch. COP26 conference lead by your peers and mentors again should explain that good environmental behaviour is required by the smart leaders to work out ways to calm and charm the traffic away. Exploiting tourism to the area, so the country is not frenetic in a negative way. It soon becomes known as the area of hills levels and becomes the centre for soft tourism. Negative infrastructure is now dated and backwards. It shows others that Somerset has little pride and developers are happy to damage their own future generations.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five- year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.  National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.  National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary 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 the 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 EIA 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.	No
102	Norwich and Norfolk Friends of the Earth	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<b>Climate</b> My group opposes the entire project on the grounds that road building adds massively to the increase of carbon emissions during it's construction, and obviously during it's use. We are in the throes of a climate and ecological emergency - NO NEW ROADS!	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five- year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.  National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.	No

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				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.	
103	Seven Sowers Benefice		<p><b>General/intro</b> I write as the Team Rector (Leader) of the Seven Sowers Benefice to convey my concerns regarding the proposed developments to the section of the A358 that will impact on our Benefice.</p> <p>At present the team and I minister to a Benefice that sees churches split by the A358 so that access to our Church and Services requires car use, or receipt of lifts for those attending. The Benefice has an ageing population who often already experience significant rural isolation. The Benefice have attempted to overcome this by clustering local Churches into the Seven Sowers Benefice and sharing use of local Church Services on a monthly rota basis. Each Church is able to play a significant part in this each month as they benefit from parking facilities, in some cases use of the village halls and open spaces for outdoor events as well maintained Churches. In addition to the churches the various Village Halls are used to provide prayer meetings and children and young people's activities.</p>	<p>National Highways acknowledges concern over the proposed scheme.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality 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 high volumes of fast-moving traffic on the A358.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
104	Seven Sowers Benefice		<p><b>Concerns over reduction of access to villages and Mattock's Tree Green</b></p> <ol style="list-style-type: none"> <li>1) reduce access to Church Services and for the wider community that use our events and facilities,</li> <li>2) reduce the numbers who can attend Church Services across the Benefice,</li> <li>3) increase rural isolation across the Benefice for many,</li> <li>4) sever ongoing relationships for many within the Benefice as travel times to Services and events is increased by the reduction in access points onto and off the A358,</li> <li>5) increase the risk of non-viability in keeping our listed (Grade 2) Churches across the Benefice with sufficient interest and financial support to maintain this infrastructure,</li> <li>6) change the face of the landscape at Mattocks Green to the detriment of all our parishioners,</li> <li>7) increased traffic on the local roads adding to increased danger of accident to drivers, walkers, cyclists and horse riders</li> </ol> <p>We have grave concerns about the breadth of the proposals you</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality 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 high volumes of fast-moving traffic on the A358.</p> <p>Following a design review due to feedback from the 2021 statutory consultation, we identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite, and local businesses at Nightingale Farm Units.</p>	No

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			have made and its impact on our communities across the benefice.	<p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
105	Somerset Climate Action Network	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Where is the consideration of the climate end ecological emergency, most notably a proper consideration of non-motorised transport, cycle ways etc.	<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>Proposals for walking, cycling and horse-riding users as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F).</p>	No
106	Somerset Climate Action Network	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a	Classic, low cost sop to non-motorised 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>	No

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		cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response			
107	Somerset Climate Action Network	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Any new bridge should be a Green Bridge allowing nature to move the landscape and incorporate a safe cycle lane.	<p>Additional measures have 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 the mammal passage beneath the scheme even in times of flood, badger tunnels would be incorporated where key badger movement corridors have been identified. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts, and underbridges as appropriate.</p> <p>National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.</p>	No
108	Somerset Climate Action Network	Do you have any other comments you would like to make about our proposals?	Why does it appear that the Climate and Ecological Emergency has again been a last minute low cost add-on rather than front and centre of such a project? 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
109	Somerset Climate Action Network	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Where is the cycle lane properly separated from the motorised traffic. This is 2021, we are in the middle of a Climate Emergency.	National Highways recognises the concern raised about the scheme within the context of concerns about global warming, and is aware of the changes which the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced on 27 June 2019.	No

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				<p>Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standards' refers to Local Transport Note 1/20 (LTN 1/20).</p> <p>Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme.</p> <p>National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.</p>	
110	Somerset Climate Action Network	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Where is the cycle lane.	<p>National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.</p> <p>Mattock's Tree Green junction overbridge would provide a dedicated track on both sides suitable for shared use by walkers, cyclists, and horse-riders. The redundant A358 carriageway would be repurposed for walkers, cyclists and horse-riders including a signal-controlled crossing of the A378 Langport Road. Proposals for walkers, cyclists, and horse-riders as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F).</p>	No
111	Somerset County Scouts		<p>This is the formal response from Somerset County Scouts Council (SCSC) to the Statutory Consultation on A358 Taunton to Southfields Proposed Dualling.</p> <p>SCSC owns an area of land with a building, adjacent to the Huish Woods Campsite (Owned and operated by Blackdown District Scouts) located west of the A358. Access to this area is via the same single access point as Huish Woods Campsite, from the A358 via the junction at Bath House Farm, opposite the junction to Hatch Beauchamp.</p> <p>Although SCSC only occupies a small area adjacent to the Scout Campsite, it utilises the Huish Woods Campsite for many of its 'County wide' events and both adult and Young Leader training throughout the year, as well as being a central location of resources available to Scout Groups across the County. Somerset Scouts has a total membership of approx. 4000 young people and 1800 adults. The Huish Woods site is geographically central, with Groups at Rode in the East, Exmoor in the West, Shipham in the North and Crewkerne in the South, and many more in between.</p> <p>As well as being the access to Huish Woods (Blackdown District</p>	<p>National Highways welcomes the comments raised by Somerset County Scouts Council in relation to the Huish Woods Scout Campsite located adjacent to the scheme.</p>	No



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			Scout Council), the access also serves the Somerset Progressive School, the Nightingale Farm industrial area. The scheme as proposed will sever this access.		
112	Somerset County Scouts		<p>Whilst SCSC has no views on the need for or the justification to dual the existing road, it does recognise the continual increase in traffic does makes it more difficult and dangerous when accessing the location and therefore welcomes any works that will make these movements safer.</p> <p>SCSC have welcomed the opportunity to engage with National Highways throughout the consultation progress, and whilst safe and unhindered access is our priority, we do appreciate the Project Teams professional and positive response to concerns raised through the face to face and virtual forums.</p>	National Highways acknowledges the general support received in relation to the design proposals, of which a key objective is to improve safety within the route. National Highways will continue to engage with SCSC throughout the development of the scheme.	No
113	Somerset Ramblers	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>Inadequate provision for rights of way that currently cross the A358</p> <p>Please process the application for Old Broach Lane (DMMO application 882 for Restricted Byway) and incorporate it to create an NMU( Non Motorised User) route from the minor road near Haydon to join footpaths T26/12 and T 22/6 (which should be upgraded). Note this is within the red line envelope and would link Haydon to Stoke Road with an off road route, avoiding some length of the 'rat run</p>	Responding to consultation feedback, the scheme now includes a new restricted byway at Oldbroach Lane in Haydon. This would ensure continuity of access to local walking, cycling and horse-riding routes. It would continue north as a footpath to the Nexus 25 junction, and south as restricted byway to Haydon Lane and Stoke Road, allowing users to avoid Haydon Lane and improve connectivity to the Nexus 25 junction and Stoke Road. Footpaths T 26/12 and T 22/6 would be diverted but the status would not change.	No
114	Somerset Ramblers	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
115	Somerset Ramblers	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Prefer Option 1 or failing that Option 3. We feel that option 2 would be used infrequently and therefore would not warrant the expense.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past..	No
116	Somerset Ramblers	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	This must be made safe for walkers, riders and cyclists? We are concerned about increased traffic on this route.	Ashill link would match the existing carriageway that it ties into and the footway along the southern verge would be maintained. Traffic flow would increase on Ashill Road (old A358) as a consequence of the scheme but still be lightly trafficked.	No
117	Somerset Ramblers	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	High Bridge underbridge – should be to at least to bridleway status (wider and safer), and link to bridleway at Capland Lane	A bridleway is proposed at High Bridge underbridge subject to a departure from standard. The headroom would be 2.3m and mounting blocks would be provided. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.	No
118	Somerset Ramblers	Do you have any other comments about our plans	New Sunny underpass – should be for all NMUs, and connect to NMU routes	Sunnyside underpass could be used by walkers, cyclists and horse-riders including carriage drivers. The public right of way through the	No

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		for Section 3: Griffin Lane to Ashill junction?		underpass from Ashill Road to Stewley link would be a restricted byway, including partial reclassification of footpath CH 1/1.	
119	Somerset Ramblers	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Please incorporate a new footpath close to and parallel to the West side of the new A358 connecting CH1/2 to the new “sunny underpass” which would make these two paths much more accessible?	A new footpath between Sunnyside underpass and footpath CH 1/2 is not feasible due to biodiversity impact. A footway is available on the old A358 Ashill Road.	No
120	Somerset Ramblers	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	Ashill junction –grade separation for walkers only – should include equestrians	The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flow on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction are therefore not considered appropriate.	No
121	Somerset Ramblers	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	There is an opportunity, by processing DMMO application 841 for Merryfield Lane, to provide a safe off road route from Ashill junction to Ilton. This will offer an alternative to walking, cycling or riding along Rapps Lane or Cad Road, both of which will be rat runs and have no verges or refuges for NMUs.	The scheme would not directly affect Merryfield Lane, and the lane is not an existing Public Right of Way severed by the scheme. A route to Ashill junction would be available via Cad Road, Jordans overbridge and the Broadway Street link; these comprise a mixture of lightly trafficked roads and traffic-free routes except for farm vehicles.	No
122	Somerset Ramblers	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Thickthorn Lane (DMMO application 849) would currently provide an at grade crossing. This needs to be mitigated. Proposed route up to Ashill junction is acceptable providing the traffic flow volume and speed does not represent a danger.	Ashill junction would provide an alternative scheme crossing to Thickthorn Lane. The route via Broadway Street link would be lightly trafficked. A longer alternative would be via Jordans overbridge, which would be a restricted byway.	No
123	Somerset Ramblers	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Ashill junction –grade separation for walkers only – should include equestrians As shown, this configuration shows that NMUs will be using the overbridge and crossing the on and off ramps without any protection. Is this safe?	The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction would not be appropriate.  The slips road at Ashill junction would be single lane with low daily traffic. As such, formal road crossings for walkers would not be required. Horse-riders would be able to use Ashill Road with road traffic, the same as for cyclists.	No
124	Somerset Ramblers	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	If Windmill Hill Lane becomes a rat run, which is likely, the designers should seek a safer route for NMUs. Note that the rat run is worst when the horses are being exercised at the beginning of the day when riders with regular jobs are out riding.	It is not envisaged that the scheme would lead to an increase in traffic flow on Windmill Hill Lane. Better standards of road would be available on Wood Road and Broadway Street, including the Broadway Street link connecting Broadway Street and Ashill junction, without any need to use alternative routes on minor rural lanes.	No
125	Somerset Ramblers	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	There are 6 dangerous pedestrian “at grade” crossing points along the existing A358 between the Ashill junction and the A303 (CH1/6, CH1/21, CH1/25 (&26), CH 2/15, CH2/16, CH2/25(&26) which will be cut off with future crossing points only at Ashill junction and the new Ding bridge underpass (linked by the provision of proposed multi user track on West side of new A358 linking the new Ashill junction and the proposed new Ding Bridge underpass to the bridleway on the East side) – a distance of 42pprox. 2 km meaning a detour of at least 800m for anyone using the existing crossings. A pedestrian crossing in the vicinity of the CH1/25 (CH1/26) or Broadway Road should be provided linking the two sides.	As an outcome of statutory consultation, a new overbridge at Jordans would replace Ding bridge, which overcomes the risk of flooding in this location. The bridge would be classified as a restricted byway and shared use by local landowners for farm access. The walking, cycling and horse-riding route between Broadway Street link and the Old A358 at Horton Cross would be slightly elevated. This provides a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.	No

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			Also can we please ensure that the right of way through the Ding Bridge underpass is sufficiently elevated above any likely flood level.		
126	Somerset Ramblers	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	<p>We are concerned about the distance users will be expected to detour to cross the A358. Acceptable distances with all types of user need to be agreed.</p> <p>Please do not refer to cycle routes in your documents this can be read to mean that the route is built for cyclists but can be used by walkers and riders. The term should be Non Motorised User Route NMU Route. This shows that all users have equal priority.</p> <p>Carriage Way Drivers need to be consulted</p> <p>All NMU routes should be Restricted Byways with appropriate surfacing.</p>	<p>The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers the magnitude of impact including on journey length.</p> <p>Non-motorised user (NMU) implies exclusion of disabled users in motorised wheelchairs and 'walking, cycling and horse-riding' is considered to be more inclusive terminology and is also in accordance with DMRB Standard LA 112.</p> <p>Regular liaison with local user groups during design development of the scheme has included the British Horse Society and South Somerset Bridleways Association, who are aware of the needs of carriage drivers. This engagement has helped inform the scheme design.</p> <p>The status of restricted byway applies as much as possible. Some public rights of way would not be suitable for all users and the highest appropriate status would be applied. Surfacing is assessed on a route-by-route basis to cater for the expected users.</p>	No
127	Somerset Ramblers	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	Stoke Road overbridge. Depending on the revised volume of traffic, which we think will be higher, consideration should be made for a segregated lane alongside the vehicular carriageway with a post and rail fence as a visual barrier. This is a new build and so a wider bridge could be considered at this stage.	Stoke Road realignment would retain the existing cross-section that it ties into, i.e. a highway with a grass verge on both sides.	No
128	Somerset Ramblers	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	All NMU routes should be Restricted Byways with appropriate surfacing	The status of restricted byway applies as much as possible. Some public rights of way would not be suitable for all users and the highest appropriate status would be applied. Surfacing is assessed on a route-by-route basis to cater for the expected users.	No
129	Somerset Ramblers	Do you have any other comments you would like to make about our proposals?	This consultation has been put together by Somerset Ramblers, Taunton Dean Ramblers, South Somerset Ramblers and South Somerset Bridleways Association working in partnership. The comments made have been approved by each of these groups committees who represent their members. I have facilitated putting these views together. So this is the combined view of over 600 individuals	National Highways appreciates the facilitation of the local Ramblers groups and the effort made by individuals to provide feedback.	No
130	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	DMMO application 763 to upgrade T26/11 to bridleway status, for the route from Stoke St. Mary to Henlade Woods and also the definitive bridleway T26/13 from Stoke St Mary to Stoke Hill will both end on the local road. Is this road going to be a rat run to Stoke Road. We cannot see how this can be alleviated, but would like it noted.	Footpaths T 26/11 and bridleway T 26/13 intersect Stoke Hill, east of Stoke St Mary between Ash Road and Greenway Lane. It is not envisaged that the scheme would induce an increase in traffic flow on Stoke Hill because Greenway Lane would no longer have a junction with the A358.	No
131	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25	T22/5, T22/6, T22/7 – proposal is to replace T22/5 and T22/6 by a new path to the north of the new road. The main disadvantage of this is to walkers heading towards Stoke St Mary who would have	As an outcome of consultation, the new path on the southern side of the scheme from Nexus 25 would be extended to Stoke Road, allowing users to avoid the C-road. An alternative path from Nexus 25	No

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		to Mattock's Tree Green junction?	to walk an extra 500m, including an additional length of the category C road linking Lower Henlade and Haydon. Haydon Lane is a 'rat run' from Taunton to Henlade and other villages east of Taunton and is often not therefore very safe or pleasant to walk on. Stoke Road to the Nexus roundabout is about 1.5km and, particularly given the proximity of the path to Henlade village and the expanding Taunton urban area, there should be an additional pedestrian crossing point of the A358 in this distance, probably close to where T22/7 will be cut by the route of the new road.	to Stoke St Mary would be available via Oldbroach Lane, which would create a continuous traffic-free path including footpath T 26/9.	
132	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Proposed loss of route across A358 at Thornwater Farm does not seem reasonable. It is currently possible to cross the A358 at grade in two stages, and there have been Ramblers Group walks that have done this. If T22/1 is stopped up, this would involve people walking an additional 800m to cross the A358 at Stoke Road. A crossing point for walkers should therefore be provided over the new road at this point. T27/1 Greenway Lane is proposed to be stopped up; this, especially when combined with the inability to cross the new road at Thornwater Farm, will result in Thornfalcon being effectively cut off from Lower Henlade and other areas south of the A358.	A scheme crossing at Thornwater Farm is not feasible for engineering reasons. The scheme would be on embankment and an overbridge would have long ramps and be visually intrusive due to its height; an underpass would be difficult to accommodate because of the close proximity to the stream and drainage features.  Walkers would need to cross either at Stoke Road overbridge, or at Mattock's Tree Green junction. There is a restricted byway proposed to connect Greenway Lane to Mattock's Tree Green junction, so although Greenway Lane is stopped up to vehicles, it is still accessible from both directions for walkers, cyclists and horse-riders.	No
133	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	T 27/3 Proposals at Mattocks Tree Green appear reasonable, given what is proposed. The former railway bridges at Ash should be preserved.	The historical railway bridges at Ash would not be affected by the scheme.	No
134	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Greenway Lane to Ash Lane to be connected by a new dedicated route for NMUs, so should be Restricted Byway rather than Bridleway status.	As an outcome of consultation, the path from Greenway Lane to Ash Road would be a restricted byway.	No
135	Somerset Ramblers	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Could the local road from Henlade connect to the minor road which comes off the northern dumbbell, rather than as another leg into the northern dumbbell roundabout?	Connecting the local road from Henlade into the roundabout allows the redundant A358 carriageway to be repurposed for walkers, cyclists and horse-riders. This would include a signal-controlled crossing of the A378 Langport Road.  The existing A358/Henlade connection to the Mattock's Tree Green Roundabout North provides a route for traffic into Henlade for adjacent communities as well as a link to the park and ride site for users travelling from the westbound proposed A358.  Development on the layout of the junction would continue into the next design stage in collaboration with Somerset Council in order to provide suitable links for walking, cycling and horse-riding users.	No
136	Somerset Ramblers	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Agree as long as walking, riding and cycling routes are safe  We would like local road from Henlade to connect to the minor road which comes off the northern dumbbell, rather than as another leg into the northern dumbbell roundabout?  West Hatch Lane crosses the existing A358 at grade (as there is an ORPA on the eastern side and therefore should not be stopped without mitigation. A DMMO application for ORPA as a Restricted Byway or BOAT is being considered.	Mattock's Tree Green junction would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. All arms of the roundabouts would have formal crossings, uncontrolled but with dropped kerbs, tactile paving and appropriate visibility of approaching traffic.  Connecting the local road from Henlade into the roundabout allows the redundant A358 carriageway to be repurposed for walkers, cyclists and horse-riders. This would include a signal-controlled crossing of the A378 Langport Road.	No

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				West Hatch Lane is public highway but gated on the northern side of the A358 to prevent vehicle access. A safer alternative route for walkers, cyclists and horse-riders to cross the scheme is available at Griffin Lane.	
137	Somerset Ramblers	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	There is a section of disused old road from the Somerset Progressive School to West Hatch Lane. This would provide an excellent NMU route and is within the red line envelope.	As an outcome of consultation, an adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using part of the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	No
138	Somerset Ramblers	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	T 27/3 and T 27/4 Proposals at Mattocks Tree Green appear reasonable, given what is proposed. The former railway bridges at Ash should be preserved.	The historical railway bridges at Ash would not be affected by the scheme.	No
139	Somerset Ramblers	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	The new bridleway to connect Greenway Lane and Ash Lane should be to RB standard	As an outcome of consultation, the public right of way from Greenway Lane to Ash Lane would be classified as a restricted byway.	Yes
140	Somerset Ramblers	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	Bath House Farm. There is historical evidence that this route crossed the A358 at grade. Consideration is being given to submitting a DMMO application which would have to be taken into consideration.  Stopping up of T31/27 with no crossing provided over the new road does not seem reasonable, as it would involve people having to walk an additional 1.5 km to get to and from locations such as Meare Green. An inability to cross the A358 at Bath House Farm would also adversely affect the usability of T27/10.	The scheme crossing at footpath T 31/27 is adjacent to Bath House Farm/Somerset Progressive School. The footpath would be stopped-up on the northern side of the A358 and walkers would use Mattock's Tree Green junction instead.	No
141	Somerset Ramblers	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	West Hatch Lane crosses the existing A358 at grade (as an ORPA on the eastern side), and so should not be stopped up without mitigation. Consideration is being given to submit an application for the ORPA section to be added to the Definitive map as a restricted byway or BOAT.  Given the old at grade crossings at both Bath House Farm and at West Hatch Lane, could these be mitigated by providing one NMU crossing? West Hatch Lane would be the preferred location. The distance between the crossing at Mattock's Tree Green junction and Griffin Lane is too long and insufficient mitigation has been proposed.	The scheme does not include an overbridge at West Hatch Lane because it would be possible to access Hatch Beauchamp and Mattock's Tree Green junction via alternative routes. The current crossing points of the A358 at the Somerset Progressive School and West Hatch Lane would be made via Mattock's Tree Green junction or Griffin Lane instead.	No
142	Somerset Ramblers	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin	Griffin Lane, new bridge. The existing and new bridge should be separated by a gap to allow the light to come between them, rather than have a longer and darker bridge which might need lighting.	The combination of two adjacent structures at Griffin Lane (eastbound and westbound) would reduce the amount of natural light penetration but not enough to adversely affect walkers, cyclists and horse-riders.	No

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		Lane? Please let us know the reasons for your response			
143	Somerset Ramblers	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	We consider a bridge for Bickenhall Lane to be essential and must be to Restricted Byway status.	Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for agricultural access.	Yes
144	Somerset Ramblers	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Strongly agree that an overbridge connecting Village Road and Staple Fitzpaine Road would be welcome. Also would like consideration given to an NMU route (restricted byway) to connect Village Road to Capland Road if Option 1 is not pursued.	National Highways acknowledges the general support received in relation to the design proposals. Following a review of consultation feedback and further assessments, the scheme would provide a connecting link road between Capland Lane and Village Road.  The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding. The new Capland link would be an adopted highway for all users including walkers, cyclists and horse-riders.	No
145	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<b>General</b> At a time of international ecological and climate crisis its more important than ever that all infrastructure projects deliver the best for the natural environment. Loss of habitat not only impacts on species diversity but also contributes to a reduction in the climate resilience of the landscape.  After reading the results of the Preliminary Ecological Appraisal (PEA) and following attendance at consultation workshops, Somerset Wildlife Trust would therefore like to raise our concerns on the potential environmental impact of the current proposal for A358 Taunton to Southfields Dualling Scheme. We have concerns around the impact on the existing habitat network of the county and therefore the range of protected species associated with the network.	The Preliminary Environmental Information (PEI) Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The Environmental Statement details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts (see Environmental Statement Chapter 8 Biodiversity and Environmental Statement Appendix 8.1 to 8.35, Document Reference 6.2 and 6.4).  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. 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 otherwise isolated parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. In key locations along the scheme, the creation of habitats will start in advance of construction works to allow as much time as possible within the construction window for habitats to develop.  As part of the DCO application, National Highways has prepared an Environmental Management Plan (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.	No

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146	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Impact on protected biodiversity sites</b></p> <p>The PEA clearly demonstrates that the scheme will impact on a range of protected sites including:</p> <ul style="list-style-type: none"> <li>- Four Special Areas of Conservation (SAC) designated for bat populations are located within 30 kilometres of the proposal. These include Hestercombe House SAC, Bracket's coppice SAC, Exmoor &amp; Quantock Oakwoods SAC, and Beer Quarry and Caves SAC.</li> <li>- The Somerset Levels and Moors Special Protection Area (SPA) and Ramsar is connected hydrologically to the Scheme and is located just 5.8 kilometres downstream of the Scheme. There is recognised potential for contaminating materials to be released into the groundwater pathways during both construction and use that could impact on the SPA and Ramsar.</li> <li>- There are also a number of Local Wildlife Sites including Bickenhall Wood LWS, Saltfield Copse LWS, Stoke Wood LWS, River Rag LWS, West of Hatch Beauchamp LWS and Jordan Parks LWS that may be impacted through loss of habitat.</li> </ul>	<p>The Preliminary Environmental Information (PEI) Report identified and assessed the anticipated impacts of the proposed scheme at that stage within the design process. The Environmental Statement (Document Reference 6.2) provides an updated assessment taking account the further developed scheme design. This assessment provides greater detail and description of the source of impacts upon designated sites. Additionally, the Habitats Regulation Assessment: Screening Report and Statement to Inform an Appropriate Assessment (SIAA) (Document Reference 6.5) presents the conclusions of the assessment, which contains information required to determine whether the scheme is likely to have significant effects on European Sites. The screening process identified nine European Sites with the potential to be affected by the scheme including the following and these are assessed within the SIAA:</p> <ul style="list-style-type: none"> <li>• Somerset Levels and Moors SPA</li> <li>• Somerset Levels and Moors Ramsar</li> <li>• Hestercombe House SAC</li> <li>• Severn Estuary SAC</li> <li>• Severn Estuary SPA</li> <li>• Severn Estuary Ramsar site</li> <li>• Exmoor and Quantock Oakwoods SAC</li> <li>• Bracket's Coppice SAC</li> <li>• Beer Quarry and Caves SAC</li> </ul> <p>The scheme has been designed to avoid impacts on locally designated sites.</p>	No
147	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Impact on protected species</b></p> <p>The PEA also recognises that a number of protected species will be affected by the scheme.</p> <p>The PEA also indicates that the proposed route includes a range of priority habitats including hedgerows, broadleaved semi-natural woodland, parkland, ditches and ponds, coastal and flood plain grazing marsh, traditional orchards, rivers and streams.</p> <p>These are all important in the ecological network of Somerset and the recognised loss (permanent or temporary) will cause a reduction in the integrity of the existing ecological network and will also have an impact on priority species populations including bats, breeding birds, barn owls, kingfisher, badgers, dormouse, reptiles, white-clawed crayfish, great crested newts, otters, and water voles.</p>	<p>The Preliminary Environmental Information (PEI) Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The Environmental Statement (Document Reference 6.2) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts (See Environmental Statement Chapter 8 Biodiversity and Environmental Statement Appendix 8.1 to 8.35, Document Reference 6.2 and 6.4).</p>	No
148	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Impact on bats</b></p> <p>Of primary concern is the impact on bat populations. The survey confirms the presence of at least 14 species of bats including lesser horseshoe, greater horseshoe, barbastelle, Bechstein's bat, common pipistrelle, soprano pipistrelle, nathusius pipistrelle, whiskered bat, noctule, serotine, Leisler's bat, brown long eared, natterer's and Daubenton's bat.</p> <p>The survey indicates a substantial number of confirmed bat roosts in buildings and trees that might be impacted by loss of habitat and that bat populations also feed in and around and travel across the proposed route. Of primary concern is the impact on bat populations.</p>	<p>The Preliminary Environmental Information (PEI) Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The Environmental Statement (Document Reference 6.2) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts. (See Environmental Statement Chapter 8 Biodiversity and Environmental Statement Appendix 8.1 to 8.35, Document Reference 6.2 and 6.4). Ecological Baseline Reports relating to bats are presented within Environmental Statement Appendix 8.8, 8.9, 8.10 and 8.11. The Ecological Mitigation Strategy for</p>	No

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				bats is presented within Environmental Statement Appendix 8.27 (Document Reference 6.4).	
149	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Impact on dormice</b> The PEA also identifies significant populations of dormice along the proposed route, with eighteen sites being surveyed, and presence has confirmed in all surveyed sites. There is significant evidence of badger populations and evidence of water voles and otter. It's also clearly indicated in the report that further protected species survey work is still to take place.</p>	The Preliminary Environmental Information (PEI) Report detailed initial results of ecological surveys and an indication of the anticipated impacts of the proposed scheme at that stage within the design process. An extensive suite of ecological surveys has since been completed, the results of which have informed the scheme design, with measures taken to avoid and reduce impacts where possible. The Environmental Statement (Document Reference 6.2) details the results of these surveys, an assessment of the impact of the scheme and measures to mitigate these impacts. (See Environmental Statement Chapter 8 Biodiversity and Environmental Statement Appendix 8.1 to 8.35, Document Reference 6.2 and 6.4). Ecological Baseline Reports relating to hazel dormouse is presented within Environmental Statement Appendix 8.15. The Ecological Mitigation Strategy for hazel dormouse is presented within Environmental Statement Appendix 8.30 (Document Reference 6.4).	No
150	Somerset Wildlife Trust	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	<p><b>Mitigation detail</b> Somerset wildlife Trust are also concerned that there is not enough detail provided at this stage on the proposed mitigation for the impact of the proposal.</p> <p>We need to see much more evidence on how any potential impacts on habitats and species will be adequately mitigated for in both the short, medium and long term; and that a clear project proposal is also demonstrated whereby Biodiversity Net Gain metrics will be applied, in order that the proposed scheme does not firstly impact on the current ecological network and its connectivity, and that clearly delivers significant long term net gain. Its also important to identify that if properly delivered then new habitat creation can also deliver significant opportunities towards climate mitigation and adaptation targets.</p>	<p>The Preliminary Environmental Information (PEI) Report detailed an initial indication of anticipated impacts associated with the proposed scheme and proposed mitigation measures. National Highways have since further refined 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. 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 otherwise isolated parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. In key locations along the scheme, the creation of habitats will start in advance of construction works to allow as much time as possible within the construction window for habitats to develop.</p> <p>Details of embedded mitigation are presented within Environmental Statement Chapter 2 The project (Document Reference 6.2) and shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). Essential mitigation is described within each of the technical chapters of the Environmental Statement. Mitigation strategies have been prepared for habitats and species recorded within the boundary of the scheme, see Environmental Statement Appendix 8.24 to 8.35 (Document Reference 6.4).</p> <p>DEFRA Biodiversity Metric 3.1 has been used to account for habitat losses and gains on the project. The results of this assessment are provided in the Biodiversity Metric Report found within the Environmental Statement (Document Reference 6.4, Appendix 8.6).</p> <p>As part of the DCO application, National Highways has prepared an Environmental Management Plan (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>	No



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151	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Have not seen safe routes for the non motorised users. Need restricted byways.	A dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction would be maintained as part of the scheme, as per existing. The form of the Nexus 25 junction was revised following consultation to be a signal-controlled crossroads as part of the scheme. The signal control would include dedicated crossings for pedestrians and cyclists, to link with the off-carriageway routes already provided around the junction.  The scheme crossings and tracks at the Nexus 25 junction would cater for pedestrians and cyclists but not horse-riders due to a lack of bridleways in this location.	No
152	South Somerset Bridleways Association	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
153	South Somerset Bridleways Association	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Makes the most economic sense.  Best practice would be to ALSO include an NMU route - and a segregated track.	Capland link would be lightly trafficked highway and a segregated track for walkers, cyclists and horse-riders would not be needed.	No
154	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Need Merryfield Lane to become a restricted byway. A grade separated crossing should be for all NMU's, not just walkers.	The scheme would not directly affect Merryfield Lane, and the lane is not an existing public right of way severed by the scheme. A route to Ashill junction would be available via Cad Road, Jordans overbridge and the Broadway Street link; these comprise a mixture of lightly trafficked roads and traffic-free routes except for farm vehicles  The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction are therefore not considered appropriate.	No
155	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Why are carriage drivers ignored? All NMU crossings, underpasses and overbridges should be at restricted byway status.	The status of restricted byway applies as much as possible. Some public rights of way would not be suitable for all users and the highest appropriate status would be applied. Scheme crossings at Bickenhall Lane, Sunnyside and Jordans would be primarily used by walkers, cyclists and horse-riders, including carriage drivers, and classified as restricted byway. A bridleway is proposed at High Bridge underbridge subject to a departure from standard. The headroom would be 2.3m and mounting blocks would be provided. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.	No
156	South Somerset Bridleways Association	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	Old Broach Lane and Connection for ALL non motorised users needed to avoid some of Haydon Lane. This would connect up to Stoke Road.	As an outcome of consultation, Oldbroach Lane is now included in the scheme boundary for classification as a restricted byway. It would continue north as a footpath to the Nexus 25 junction, and south as restricted byway to Haydon Lane and Stoke Road.	No

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157	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Cannot comment until we see the provision for ALL non motorised users, including carriage drivers. I.e. restricted byways.	On the northern side of the scheme, the redundant A358 carriageway would be repurposed as a restricted byway including a signal-controlled crossing of the A378 Langport Road. On the southern side, a new restricted byway would be provided between Greenway Lane and Ash Road with good connectivity to local lanes.	No
158	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	Helpful. This should be continued as a restricted byway to West Hatch Lane.	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using part of the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	No
159	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses? Please let us know the reasons for your response	Need to see provision for ALL vulnerable road users.	The scheme would provide a traffic-free link between Glebe Lane and the Village Road link (north), using the existing A358 carriageway that would otherwise be redundant. The traffic-free link includes a signal-controlled crossing of the A378 Langport Road. Horse-riders would be able to use the traffic-free link and crossing but would need to re-join the carriageway before Village Road (north) link ties into the existing road.	No
160	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Why are carriage drivers EXCLUDED. This route should be a restricted byway.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	No
161	South Somerset Bridleways Association	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Need to see provision for ALL vulnerable road users.	The proposed overbridge would connect the existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated facilities for vulnerable users. Further to this, the bridge would be lightly trafficked. Isolated lengths of facilities at Village Road overbridge would not be appropriate.	No
162	South Somerset Bridleways Association		<b>Introduction</b> The South Somerset Bridleways Association represents equestrians in South Somerset, which includes the parishes of Ashill, Broadway, Ilton, and Ilminster. Some of our members keep their horses and ride further north near the A358 towards Taunton and so our comments will refer to the whole route.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Carriage drivers are considered across the scheme where public rights of way	No

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			Equestrians need safe places to ride, and to be able to ride from community to community as well as accessing such facilities as the Herepath. They also need safe links between off road routes, such as around the Southfields Roundabout to connect to the recreational route from Ilminster to Chard. We note that no provision whatsoever has been made for carriage drivers. This is an appalling oversight. Provision for all vulnerable road users can be achieved by designating all routes for NMUs as Restricted Byways.	would be affected, and restricted byways would be provided wherever feasible.	
163	South Somerset Bridleways Association		<b>General points - Horse riding and carriage drivers</b> <ul style="list-style-type: none"> <li>National Highways use the term 'WCH' and it means walking cycling and horse riding. They do not appear to have a remit for providing for carriage drivers. Routes for non-motorised users should be Restricted Byway status to provide for all vulnerable road users.</li> <li>The Herepath is a vital resource and honeypot for riders. This is a 13.4 mile off road loop passing through several villages, Staple Fitzpaine, Curland, Bickenhall etc. on the west of the A358. Horse riders from the east need to continue to be able to access it.</li> <li>Fivehead River underpass - Currently there is an unofficial (it was permissive and may still be) link under the existing A358 alongside the Fivehead River culvert. The current design is to join the two ends of Bickenhall Lane with an overbridge, which is an excellent idea. However, many riders will still try to use the more direct route through the under height channel with the Fivehead River. We believe that if there was enough demand, the designers might consider a 'departure from standards', and designate a horse crossing here, and install mounting blocks. It will not suit all riders, but will help so many, and we don't want to lose what we already have.</li> <li>It is important that equestrians are included on all routes for vulnerable road users, i.e. walkers, cyclists and equestrians, and that underpasses are of bridleway or restricted byway status, not footpaths.</li> <li>Where traffic volumes are higher, and especially on over bridges, there should be a separated track for non motorised road users.</li> </ul>	Horse-riding is deemed to include carriage drivers and restricted byways would be provided wherever feasible.  Bridleway T 14/8 would be diverted to connect with Bickenhall Lane, and horse-riders would be able to access the Neroche Herepath using the bridleway and the lane. Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access.  The existing headroom through Fivehead River underpass would be retained and the scheme would not affect the status of the connecting rights of way.  Restricted byways would be provided wherever feasible subject to them being safe for all users.  Overbridges are assessed individually for walking, cycling and horse-riding provision.	No
164	South Somerset Bridleways Association		<b>General/introduction</b> The plans are currently divided into four sections: M5 to Mattock's Tree Green Junction, Mattock's Tree Green Junction to Griffin Lane, Griffin Lane to Ashill Junction, and Ashill Junction to the Southfields Roundabout. The SSBA's response covers the whole route as some of our members ride north of the South Somerset parishes, in particular the Herepath. The following notes relate to each of the four sections.	National Highways acknowledges the comments received from the South Somerset Bridleways Association on behalf of members and welcomes the comments split into each of the four sections of the route. Responses are provided to each comment raised.	No
165	South Somerset Bridleways Association		<b>Sheet 1 – M5 Junction 25 to Mattock's Tree Green Junction</b> <ul style="list-style-type: none"> <li>Need to incorporate Old Broach Lane (DMMO application 882 for Restricted Byway) to create a Non Motorised User (NMU) route from the minor road near Haydon to join footpaths T26/12 and T22/6 (which should be upgraded). This upgrade is within the red envelope.</li> <li>Mattock's Tree Green junction – We would like, and I think this has now been accepted, that there will be separate tracks (alongside each carriageways) on the Mattock's Tree dumbbell overbridge. We have asked for some form of separation such as a</li> </ul>	As an outcome of consultation, Oldbroach Lane is now included in the scheme boundary for classification as a restricted byway. It would continue north as a footpath to the Nexus 25 junction, and south as restricted byway to Haydon Lane and Stoke Road.  Mattock's Tree Green junction overbridge would provide a dedicated track on both sides suitable for shared use by walkers, cyclists and horse-riders. The redundant A358 carriageway would be repurposed for walkers, cyclists and horse-riders including a signal-controlled crossing of the A378 Langport Road.	No

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			post and rail fence. It is visual only, but will help both horse riders and motorists. <ul style="list-style-type: none"> <li>Ash Lane to Greenway Lane to be a dedicated connection for NMUs, so should be a Restricted Byway rather than a Bridleway</li> </ul>	The path between Greenway Lane and Ash Lane would be classified as a restricted byway and extended to Mattock's Tree Green junction.	
166	South Somerset Bridleways Association		<b>Sheet 2 - Mattock's Tree Green Junction to Griffin Lane</b> <ul style="list-style-type: none"> <li>Provide connection from Ash Road southwards to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm and an extension along a section of old road to West Hatch Lane.</li> <li>At Bath House Farm: there is historical evidence of a crossing here and therefore the potential for a DMMO application. The intention to stop up definitive bridleway T 31/36 is shown with no mitigation. A solution to this, and to mitigate for the stopping up of definitive footpath T 27/10, which are both within the redline envelope, would be to have a grade separated crossing for vulnerable road users at this point.</li> <li>West Hatch Lane crosses the existing A358 at grade (as there is an ORPA on the eastern side and therefore should not be stopped without mitigation). A DMMO application for ORPA as a Restricted Byway or BOAT is being considered.</li> </ul>	As an outcome of consultation, the scheme now includes new highways at West Hatch Lane and Capland Lane. The highways would connect the Scout Camp link and West Hatch Lane and Village Road (south) and Capland Lane (Option 1 at consultation). Both of these new highways would be lightly trafficked and suitable for walkers, cyclists, horse-riders and carriage drivers.  The scheme does not include an overbridge at West Hatch Lane because it would be possible to access Hatch Beauchamp and Mattock's Tree Green junction via alternative routes. The current crossing points of the A358 at the Somerset Progressive School and West Hatch Lane would be made via Mattock's Tree Green junction or Griffin Lane instead.	No
167	South Somerset Bridleways Association		<b>Sheet 3 – Griffin Lane to Ashill junction</b> <ul style="list-style-type: none"> <li>Definitive bridleway T 14/8 should be extended northwards to join the section of Bickenhall Lane east of the current A358. We believe this is already in the plans.</li> <li>New bridge at Bickenhall Lane, providing access for vehicles, walkers, cyclists, horse riders and disabled users. This link is essential and should be a Restricted Byway.</li> <li>Fivehead River underpass – this is currently shown on the proposed design as only a route for walkers, but horse riders have been using it for many years, at least ten, and will continue to try and use it. Many riders would prefer it to riding a longer distance and having to ride on the overbridge. It would be helpful to have mounting blocks installed. See note in general comments above.</li> <li>Village Road – there are a few variations being considered. One involved a new bridleway (which should be RB). We would like an NMU route (Restricted Byway) to connect Village Road to Capland Road.</li> <li>High Bridge underbridge – should be to at least to bridleway status (wider and safer for users than a footpath specification), and link to bridleway at Capland Lane. This is important as National Highways should provide a safe route for other vulnerable road users as well as walkers. It may cost more, but not significantly considering the safety aspect.</li> <li>CH1/UN Bridleway has not been considered. What mitigation is proposed?</li> <li>IMPORTANT - New Sunny underpass – should be for all NMUs, and connect to NMU routes</li> </ul>	Bridleway T 14/8 would be diverted but still run alongside the scheme and would provide a continuous connection between Bickenhall Lane and Hatch Green.  Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.  The existing headroom through Fivehead River underpass would be retained and the scheme would not affect the status of the connecting rights of way.  Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.  High Bridge underbridge would have a headroom of 2.3m, which is within standards for walkers only. A bridleway is proposed at High Bridge underbridge subject to a departure from standard. The headroom would be 2.3m and mounting blocks would be provided. The bridleway would run through the underbridge along the northern side of the river and connect to Capland Lane.  CH 1/UN would be fully stopped up and horse-riders would use Ashill link instead. The scheme allows horse-riders to continue on the lightly trafficked link to Folly Drove, whereas at present they would have to	No

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				<p>use the existing A358 carriageway.</p> <p>Sunnyside underpass could be used by walkers, cyclists and horse-riders including carriage drivers. The public right of way through the underpass from Ashill Road to Stewley link would be a restricted byway, including partial reclassification of footpath CH 1/1.</p>	
168	South Somerset Bridleways Association		<p><b>Sheet 4 - Ashill junction and Southfields roundabout</b></p> <ul style="list-style-type: none"> <li>• Ashill junction – if a grade separation is going to be provided for walkers – it should include equestrians and cyclists.</li> <li>• Copse Lane – DMMO application 510. Order objected to (2017) waiting for SCC to refer back to PINS. This scheme will overtake this and settle it so the DMMO application will die.</li> <li>• There is an opportunity, by processing DMMO application 841 for Merryfield Lane, to provide a safe off road route from Ashill junction to Ilton. This will offer an alternative to walking, cycling or riding along Rapps Lane or Cad Road, both of which will be rat runs and have no verges or refuges for NMUs. (Note, this is currently outside the red line envelope – can the red line be changed and so it would be bought inside?)</li> <li>• Definitive bridleway CH 1/7, through Parsonage Farm, is shown on the wrong line on NH page 4 of the consultation.</li> <li>• Thickthorn Lane (DMMO application 849) would currently provide an at grade crossing. This needs to be mitigated.</li> <li>• If Windmill Hill Lane becomes a rat run, which is likely, the designers should seek a safer route. Horses are exercised at the beginning of the day as riders with regular jobs work at other times. This will be when this rat run is at its busiest.</li> <li>• New Ding bridge underpass (which links the proposed multi user track on West side of new A358 linking to the new multiuser route on the east side. This should be a restricted byway and the new multiuser routes on either side should also be restricted Byways.</li> <li>• It is vital there is a connection from Ilminster to Broadway. Controlled crossing is required and we suggest Pegasus with limited corals / refuges. This would enable access to the recreational route along the disused railway line going south from Ilminster to Chard.</li> </ul>	<p>The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction would not be appropriate.</p> <p>The scheme would not directly affect Merryfield Lane, and the lane is not an existing public right of way severed by the scheme. A route to Ashill junction would be available via Cad Road, Jordans overbridge and the Broadway Street link; these comprise a mixture of lightly trafficked roads and traffic-free routes with the exception of farm vehicles.</p> <p>All mapping is digital and may differ slightly from the definitive map that is managed by Somerset Council as local highway authority.</p> <p>It is not envisaged that the scheme would lead to an increase in traffic flow on Windmill Hill Lane. Better standards of road would be available on Wood Road and Broadway Street, including the Broadway Street link connecting Broadway Street and Ashill junction, without any need to use alternative routes on minor rural lanes.</p> <p>An alternative route to Thickthorn Lane would be available via Ashill junction. A longer alternative would be via Jordans overbridge, which would be a traffic-free restricted byway and safer and more inclusive than the existing at grade crossings.</p> <p>As an outcome of consultation, a new overbridge at Jordans replaces Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.</p> <p>The existing shared use path at Southfields roundabout would be widened and a signal-controlled crossing provided on the A358 (west) near to the services access. A crossing of the A303 (south) is outside the scope of the scheme. 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). 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
169	St Andrews Church		<p><b>General/intro</b></p> <p>I write as Church warden to St. Andrew's, West Hatch to convey our concerns regarding the proposed developments to the section</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>	No

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			<p>of the A358 that will impact on our parishioners.</p> <p>At present we support a relatively small village that is split by the A358 so that access to our Church and Services requires car use, or receipt of lifts for those attending. The Church has an ageing population who often already experience significant rural isolation. We have attempted to overcome this by clustering local Churches into the Seven Sowers Benefice and sharing use of local Church Services on a monthly rota basis. Our Church is able to play a significant part in this each month as we have parking facilities, use of the village hall and a large field for outdoor events as well as a well maintained Church.</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>	
170	St Andrews Church		<p><b>Concerns over reduction of access to villages and Mattock's Tree Green</b></p> <p>The plans we have seen which cut off current local access points to the villages and the sizeable roundabouts proposed at Mattocks Tree Green junction will, we believe:</p> <ol style="list-style-type: none"> <li>1) reduce access to Church Services and for the wider community that use our events and facilities,</li> <li>2) reduce the numbers who can attend Church Services across the Benefice,</li> <li>3) increase rural isolation in this village and area for many,</li> <li>4) sever ongoing relationships for many within the Benefice as travel times to Services and events is increased by the reduction in access points to West Hatch,</li> <li>5) increase the risk of non-viability in keeping our listed (Grade 2) Church with sufficient interest and financial support to maintain its infrastructure,</li> <li>6) change the face of the landscape at Mattocks Green to the detriment of all our parishioners.</li> </ol> <p>We have grave concerns about the breadth of the proposals you have made and its impact on our community.</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality 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 high volumes of fast-moving traffic on the A358.</p> <p>Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
171	Taunton Area Cycling Campaign (TACC)	Do you have any other comments about our plans for Section 3: Griffin Lane to Ashill junction?	We object to the loss of the cycle link between Stewley and Windmill Hill. This is an extremely useful link.	Wood Road to Windmill Hill is a popular cycle route. However, National Highways survey data and Strava Heatmap both suggest a split desire line, with some cyclists to/from Ashill and some to/from Stewley. The new Sunnyside underpass between Ashill Road and Stewley link would be available to cyclists including a paved surface. Whilst the diversion through the underpass would be longer than the current A358 crossing, it would be much safer.	No
172	Taunton Area Cycling Campaign (TACC)	At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1 - Provide a connecting link road between Capland Lane and Village Road	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No

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173	Taunton Area Cycling Campaign (TACC)	Do you have any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction?	We would support the route running through Henlade when bypassed (as traffic is expected to reduce 27000 to 4000 vehicles/day) subject to reduced speeds and cycle lanes. This hasn't been confirmed in the scheme - an offer of a greenway or similar through Henlade during discussions with the Project Team that provides segregated, safe space for cycling has not been included. The existing dual carriageway section from Henlade up to Thornfalcon needs to be converted to single carriageway with segregated space for cycling. As this isn't included in the scheme we object to the current plans.	As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	No
174	Taunton Area Cycling Campaign (TACC)	Do you have any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane? Please let us know the reasons for your response	We are concerned that cars & vans will speed on the wide Village Road section between Thornfalcon and Hatch Beauchamp, which will become a rat run due to reduced access to the A358. Somerset County Council Highways may be reluctant to do anything to address this unless designated funding is provided by NH as part of mitigation for the A358 scheme.	The new Village Road link (north) from Mattock's Tree Green junction would be 7.3m width and the existing Village Road to Hatch Beauchamp is 6.9m width. Both the new link and the existing road would be subject to the national speed limit of 60mph. The scheme would increase annual average daily traffic slightly. The increases in lane width and traffic would not affect the amenity for cyclists using the road compared to the existing situation.	No
175	Taunton Area Cycling Campaign (TACC)	Do you have any other comments about our plans for Section 4: Ashill junction to Southfields roundabout?	A parallel cycletrack from Ashill junction to Southfields would be a much better solution and is viable. The proposed crossing at Ding Bridge is susceptible to flooding, and forces users up to Horton Cross and the A358 Southfields-Donyatt, which is a fast and narrow dangerous road. We are extremely sceptical that SCC Highways would make any changes to that road, meaning users would have a long and dangerous detour just to get from Southfields roundabout to Ding Bridge or onwards to Ashill.	As an outcome of consultation, a new overbridge at Jordans replaces Ding bridge and overcomes the risk of flooding. The bridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked.  The speed restriction along the A358 (west) between Horton Cross and Southfields would be reduced to better manage mixed traffic flows and a new road crossing provided at the services access as part of the traffic signal control. New footway/cycleway construction would tie into the existing at the new crossing with filters for cyclists to exit or enter the carriageway. The existing shared use path at Southfields roundabout between the A358 (west) and A303 (south) arms would be widened to better accommodate pedestrians and cyclists. These measures contribute to a safer environment for cyclists, allowing them to avoid the circulatory carriageway at Southfields roundabout.	No
176	Taunton Area Cycling Campaign (TACC)	Do you have any other comments you would like to make about our proposals?	I have already laid out a few of the objections I have to this project as it is proposed at the moment.  Please do not alienate a sector of society who which to travel in a more environmentally friendly way. More people are buying electric bikes and more people are becoming aware of the dangers to our health and to the environment by car use. Their needs must be met as well or this 'new road' will never be held up as an exemplar of what could and should be possible in accessible highway building.	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 however National Highways anticipates that the signed cycle route and local roads would be more attractive to the majority of walking, cycling and horse-riding users.	No
177	Taunton Area Cycling Campaign (TACC)	Do you have any other comments you would like to make about our proposals?	The proposed Ilminster-Taunton route is not adequate and below DfT 'Gear Change' aspirations, NH's own Cycling Strategy and not complaint with LTN1-20 design guidance. Overall there will be a loss of connections to the cycle network, with more motor vehicles rat running on country lanes. A solution is badly needed at J25 - this scheme does nothing on that. On a scheme costing over £350m, the overall cycling provision offered is largely inadequate. This is a very 'technocratic' consultation survey which some people will find off-putting.	Part of the design guidance for the scheme is the Design Manual for Roads and Bridges (DMRB) GD 300 and this requires consideration of alternative provision for cyclists. The provision can be either within the scheme corridor (online) or outside (offline). National Highways looked at the benefits and disbenefits between providing for cyclists online or offline and the case for offline is stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest.  National Highways considers that the identified offline cycle route would be appropriate provision for cycling in accordance with Gear Change. The advice of LTN 1/20 is recognised but the scheme is unable to meet all its recommendations. The scheme would not affect	No

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				the existing cycle tracks at M5 junction 25 and would not trigger any need for improvement.	
178	Taunton Area Cycling Campaign (TACC)	Please let us know if you have any comments on our proposals for construction, including the proposed phasing	Pleased ensure that safe routes are maintained for walking, cycling and horse riding during construction. We are concerned that vulnerable road users will be diverted onto long and dangerous diversions.	Wherever practicable, existing routes will be maintained. If they require closure, alternative routes will be provided. This could be via newly constructed elements of the scheme. Where closures are required, National Highways aims to minimise the impact and disruption to all road users as far as reasonably practicable.	No
179	Taunton Area Cycling Campaign (TACC)	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Better connectivity for cyclists, creating a link on the eastern side of the 358 to access Hatch Beauchamp.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
180	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals between Capland and Ashill on the western side of the A358? Please let us know the reasons for your response	The long climb on the existing wide road (that encourages motor traffic to speed) to Ashill involves a significant climb. The route then involves a right hand turn across traffic accelerating away from the Ashill junction. This is poor provision and a diversion compared with a parallel cycletrack from the Village Road overbridge to the Ashill junction.	The gradient on the old A358 (Ashill) from Kenny to Ashill is 3.6% uphill for 618m, which is not a steep climb but is long. The gradient on approach to the right turn to the Broadway Street link is 2.5% downhill.  An alternative route would be available on the northern side of the scheme along Stewley link, but the gradient would be similar to the old A358 and also slightly longer. Whilst the gradient of an online parallel cycle track would be more amenable, the volume of A358 traffic would make it noisier and more polluting. On balance, taking into account all design criteria, the off-line route is considered to be the best option for cyclists.	No
181	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	Previous A358 improvements and this one have and will remove valuable sections of network used by cyclists. We therefore support this additional crossing - without it the cycle network is very badly affected, as there would be no acceptable crossing between Mattocks Tree Green and the Stewley/Hatch Beauchamp crossing.	National Highways acknowledges the feedback regarding a new bridge at Bickenhall Lane.	No
182	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	I am not very familiar with the Stoke Rd area so do not fully understand the implications	Stoke Road realignment would retain the existing cross-section that it ties into, i.e., a highway with a grass verge on both sides. Walkers, cyclists and horse-riders would continue to use the road space as they do at present.	No
183	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know the reasons for your response	We urge that gradients to the bridge comply with standards for cycle use.	The gradients on Stoke Road bridge would be 8% for 50m from Lower Henlade and 6% for 43m from Ilminster Road, Henlade. These are not within standards for new cycle tracks, but the existing road has a gradient of 7.5%, and Stoke Road would not be part of the offline cycle route. As such, the proposals are considered to be acceptable.	No
184	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp	Without this link there would be very significant disconnection to the cycle network. It is absolutely necessary in the absence of NH providing a traffic free link.	The scheme would provide a traffic-free link between Glebe Lane and Village Road link (north) using the existing A358 carriageway. The traffic-free link includes a signal-controlled crossing of the A378 Langport Road. Cyclists using the traffic-free link and Village Road link (north) would be able to join the national cycle network between Meare Green and Hatch Beauchamp.	No



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		for residents and local businesses? Please let us know the reasons for your response			
185	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Please let us know the reasons for your response	We agree with the new access if it results in the promised bridleway along the southern edge of the A358, creating a circular leisure route linking country lanes.	As an outcome of consultation, adopted highway would be provided from the Somerset Progressive School to West Hatch Lane using part of the redundant A358 carriageway. This would be lightly trafficked and be suitable for use by walkers, cyclists and horse-riders.	No
186	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a parallel road on the eastern side of the A358 to connect Stewley with the Ashill junction and provide access to the A358? Please let us know the reasons for your response	This improves cycle network connectivity the eastern side of the A358.	National Highways acknowledges the feedback regarding the benefits of the new Stewley link.	No
187	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	This provides a link to Broadway, so keeping cycle network connectivity, but is quite a detour for east-west cycle routes.	The offline cycle route along Broadway Street and via Horton Cross would be longer than using the scheme, however, it would be lightly trafficked.	No
188	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	The existing lanes between Thornfalcon and Slough are popular with cyclists, as evidenced by Strava data. The existing traffic lights create gaps for people to cross the A358. This ease of use will be destroyed by the new junction. Mattocks Tree Green is an especially cycle unfriendly junction involving two large roundabouts and steep gradients. There will be conflict and a high level of danger for cyclists using the junction to cross the new road, due to 60mph limits on slip roads coupled with large roundabouts. The signalised junction near the northern roundabout, which will facilitate cycling on the Henlade to Hatch Beauchamp route, is necessary and welcomed. This will allow cyclists on this route to avoid the northern roundabout.	Mattock's Tree Green junction would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. All arms of the roundabouts would have formal crossings, uncontrolled but with dropped kerbs, tactile paving and appropriate visibility of approaching traffic.  National Highways recognises that some cyclists would prefer to remain in the carriageway and navigate the roundabouts rather than use the dedicated tracks. However, the tracks would provide a safer facility for most users. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction.  The signal-controlled crossing on the A378 Langport Road would provide a safe crossing for all users and allow them to avoid the northern roundabout Mattock's Tree Green junction.	No
189	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us	This provides a link to Broadway, so keeping cycle network connectivity, but is quite a detour for east-west cycle routes.	The scheme would provide a Toucan crossing in the proposed signal control at Ilminster services and a widened off-carriageway track between the A358 (west) and A303 (south) arms of Southfields roundabout.	No

Appendix Table 5.4 Summary of the matters raised by section 47 additional organisations in response to the 2021 statutory consultation and the National Highways response

Row ID	Organisation	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		know the reasons for your response			
190	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	As mentioned in 3d, there is a difficult right turn onto the new road to Broadway; conflict with traffic at speed coming from Rapps.	The opposing flow where cyclists would turn right from Ashill to Broadway Street link would be low. There would be ample gaps in the flow of traffic that would allow cyclists to make the turning manoeuvre.	No
191	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	The bridge is necessary if NH are serious about a quality cycle route between Ilminster and Taunton. We have been promised that the crossings comply with CD- 195 standards and are only supporting this if that is what is delivered.	The gradients on Village Road bridge would be 3.4% for 158m from Ashill and 4.7% for 48m from Hatch Beauchamp, which would not be within design standards for a new cycle track. However, because the bridge would form part of the offline cycle route, the gradients are less steep than standards would otherwise allow for a new road.	No
192	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Further information has come to our attention since our submission. Please accept this as our response on this question. The option to create a bridge crossing for farm vehicles, walkers, cyclists and horseriders ONLY was not given in this consultation. This was discussed between NH and local Parish Cllrs and landowners. The lane is far too narrow to allow safe two way traffic - enabling this will put cyclists in danger from close passes by ratrunners. Please visit the location and change your plans to restrict other motor vehicles by adding a barrier at the western end.	Village Road bridge would be adopted highway linking Ashill and Hatch Beauchamp. It would be a two-lane single carriageway to match the existing connecting roads and safe for two-way traffic. Walkers, cyclists and horse-riders would use the new carriageway in the same way that they currently use the existing carriageways.	No
193	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	This is an amazing opportunity to improve this route for non car users as well. Millions are being spent on the road structure, but not enough thought is going into the design for other users, as it stands at the moment. TACC has asked for a safe efficient crossing at J25 but this appears not to be on offer. TACC has asked for the cycle route to mirror the road where possible so that cyclists are not sent down windy, circuitous country lanes, but this hasn't happened. Some of the routes intended for cyclists are steep and not attractive to use. It is a missed opportunity if this project does not include better provision for the non car user. It will not be a proud moment when this road opens, if it is just as dangerous and ill thought-out as most of our roads in the UK.	The scheme would not affect the extant walking and cycling routes at M5 junction 25 and would not trigger any need for improvement.  The pedestrian and cycle route between Blackbrook and the Nexus 25 development is not within the remit of this scheme. However, the scheme maintains the existing dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.  The offline cycle route closely follows the scheme but does not mirror it. Some of the existing routes are not steep but require effort due to the combination of gradient and length. In the revised scheme, gradients on local roads are generally more cycle-friendly than previously.	No
194	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	TACC supported the concept of a hybrid online-offline strategic cycle route if safe and direct but what is on offer in this proposal is neither direct, safe or indeed deliverable. We know that National Highways and Somerset County Council do not agree on who should fund the offline sections. Unless there is a legal agreement in place before consent is given, where NH funding is managed by SCC to deliver the offline sections, in particular the changes to the existing A358 through Henlade up to Mattocks Tree Green, the offline idea is just talk.  The long climb from Stewley up to Ashill on the existing local road is not acceptable/suitable for a strategic cycle route – a parallel cycle track would be more direct and involve less climb. The proposed crossing at Ding Bridge is susceptible to flooding.	Discussions have been held with Somerset Council, as local highway authority, regarding treatment of local roads that would be affected by the scheme (see Statement of Commonality Document Reference 7.3 for further details).  The existing A358 through Ashill is currently a popular cycle route (as indicated by Strava Heatmap) and the gradient is constrained by the existing road. An alternative route would be available on the northern side of the scheme using Capland and Stewley links, but the route would be longer and with a similar vertical alignment.  Mattock's Tree Green junction would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. All arms of the roundabouts would have formal crossings, uncontrolled but with dropped kerbs, tactile paving and appropriate visibility of	No

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			<p>Regarding bridge crossings of the A358 - Mattocks Tree Green is an especially cycle unfriendly junction involving two large roundabouts and steep gradients.</p> <p>Ashill is also a challenge. It will be possible to get to Broadway from this road, via a new access road.</p> <p>Overall there will be a loss of permeability on the quiet lane network. This is further erosion from the last time the A358 was 'improved'.</p> <p>There is concern that the country lanes will have more through traffic due to loss of connections to A358. This will be negative for cycling.</p> <p>The proposal also ends at Horton Cross, on the wrong side of the A303 to Ilminster.</p> <p>Our conclusion is that the proposal falls well short of what is needed to provide an attractive Ilminster-Taunton link for utility journeys (work, education, etc) and harms the existing cycle network. Therefore we object to the proposed scheme.</p>	<p>approaching traffic. National Highways recognises that some cyclists would prefer to remain in the carriageway and navigate the roundabouts rather than use the dedicated tracks. However, the tracks would provide a safer facility for most users. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction</p> <p>As an outcome of consultation, Jordans overbridge replaces Ding bridge. It would connect the old A358 at Horton Cross and Cad Road and be classified as a restricted byway. The overbridge would be shared use with the landowner and very lightly trafficked.</p>	
195	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	The present road needs to be upgraded to improve the flow of traffic and this should also be an opportunity to make the route much more pleasant and safer for other road users.	National Highways welcomes general support for the scheme. The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained.	No
196	Taunton Area Cycling Campaign (TACC)	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	<p>National Highways (NH) have previously considered improving cycling access at J25 but have backtracked on this and decided not to progress their Blackbrook crossing proposal, which would have provided a direct link to Nexus 25 and the start of the Taunton-Ilminster cycle route.</p> <p>While the proposed scheme does not hinder the future development of the Blackbrook tunnel option, it does absolutely nothing to promote cycling in the J25/Nexus25/Blackbrook Business Park area, which is a key economic growth area.</p> <p>The poor quality and overly complicated SCC J25 cycling &amp; walking scheme, which NH's own appraisal was critical of, has contributed to making J25 a bigger barrier to convenient &amp; fast cycling in this key area of Taunton - this scheme is an opportunity to improve this situation.</p> <p>Also, an improved link for cycling to Ruishton is not included in the NH scheme although they are proposing major car capacity increases at J25. They could extend their red line (scheme boundary) to enable land to be acquired for the Ruishton link under the Development Consent Order.</p> <p>There is also no detail on how the existing cycle paths in the J25/Nexus25/Park &amp; Ride area will connect with improved segregated cycling provision through Henlade.</p>	<p>The scheme would not affect the extant walking and cycling routes at M5 junction 25 and would not trigger any need for improvement.</p> <p>The pedestrian and cycle route between Blackbrook and the Nexus 25 development is not within the remit of this scheme. However, the scheme maintains the existing dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus 25 junction. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.</p> <p>Discussions have been held with Somerset Council, as local highway authority, regarding treatment of local roads that would be affected by the scheme (see Statement of Commonality Document Reference 7.3 for further details). The Ruishton cycle link would not be fundamental to delivery of the scheme and National Highways can only include land that is necessary for the scheme in the scheme boundary.</p> <p>The new signal-controlled crossroads that replaces the Nexus 25 roundabout would tie into the existing walking and cycling tracks including new road crossings.</p>	No
197	Taunton Bike Club		<p><b>Cycling</b></p> <p>We have major concerns about:</p> <p>1. The roundabouts at Mattock Hill do not appear in any way to be</p>	1. Mattock's Tree Green junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges (DMRB) CD 122) taking into account the traffic levels and need for the	No

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			<p>cycle friendly. Roundabouts, as proposed, could lead to a 15 fold increased risk of serious injury to cyclists. The design appears not to follow national guidelines</p> <p>2. Rural lanes between Hatch Beauchamp and Bickenhall are being cut causing local cyclists and pedestrians to make large detours. Links which have existed for hundreds of years will be destroyed and local communities will face permanent separation.</p> <p>3. Southfields roundabout is potentially lethal for pedestrians and cyclists. It is not clear how the A358 proposals will improve this very dangerous junction.</p> <p>An observation: Junction 25 of M5 takes 10 minutes for cyclists to cross (This is the time it takes to ride at least 2 miles at an average pace). It would be good to include people who cycle in the design stage of 'improvements'. This clearly was not the case at J25!</p>	<p>slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>Mattock's Tree Green junction would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. All arms of the roundabouts would have formal crossings, uncontrolled but with dropped kerbs, tactile paving and appropriate visibility of approaching traffic.</p> <p>National Highways recognises that some cyclists would prefer to remain in the carriageway and navigate the roundabouts rather than use the dedicated tracks. However, the tracks would provide a safer facility for most users. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction</p> <p>2. There would be no severance of cycle routes between Hatch Beauchamp and Bickenhall. Griffin Lane would be retained in its current form; Bickenhall Lane would be classified as a restricted byway and also used by local landowners for agricultural access; Village Road bridge would provide a connection from Staple Fitzpaine Road.</p> <p>3. The existing shared use path at Southfields roundabout would be widened and a signal-controlled crossing provided on the A358 (west) near to the services' access. A crossing of the A303 (south) is outside the scope of the scheme. 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). 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>	
198	Taunton Deane Bridleways		<p><b>Bridleways</b> As Somerset County Council's policy is to provide multi-user rights of way for all vulnerable non-motorised users, where possible, I feel this should be observed in your planning . Most of the proposed pink cycle route should be a restricted byway , so giving access to more vulnerable users. Cyclists have access to bridleways and restricted byways but equestrians do not have access to cycle ways. All of the proposed cycle routes should be of multi user routes ie. Restricted byways and be labelled as such. The surfaces of these should not be tarmac , but rather a surface such as rubber crumb as suggested by the British Horse Society</p>	<p>The offline cycle route uses lightly trafficked roads and traffic-free tracks. All sections that use public rights of way would be classified as restricted byways. Surfacing would be addressed at detailed design and take into account the needs of the expected users.</p>	No
199	Taunton Deane Bridleways		<p><b>Bridleways - Section 1</b> 1• Just south of the proposed new road at Haydon , a Definitive map Modification order application is lodged with the Somerset County council in respect of Oldbroach Lane (ST2570 2358) which joins on to a footpath . If the footpath were also upgraded all vulnerable users would have off road access to the new Stoke Lane bridge. This bridge should have raised parapets, separated tracks, and mounting blocks either end . •2 The proposed cycleway alongside the existing A358 should be</p>	<p>1. Oldbroach Lane is included in the scheme at the request of Somerset Council as local highway authority. The lane would enhance the existing horse-riding network and further improvements to the bridleway network would be outside the remit of the scheme. Stoke Road overbridge would have high parapets with partial solid infill for the benefit of horse-riders. The realignment would retain the existing cross-section of the road that it ties into, i.e., a highway with a grass verge on both sides. Mounting blocks could be provided at the next stage of design.</p>	No

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			a multiuser restricted byway to accommodate all vulnerable users. •3 Equestrian access should be provided at the Stoke Road overbridge to enable riders to cross this section of the new road and access the proposed strategic cycle link( restricted byway)	2. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists. 3. The realigned section of Stoke Road would retain the existing cross-section that it ties into, i.e., a highway with a grass verge on both sides.	
200	Taunton Deane Bridleways		<b>Bridleways - Section 2</b> 4• Bridleway T 31/26 is being stopped up with no alternative provision. There should be some mitigation for this. •5 I understand that provision is being made for vulnerable users to cross the Mattocks junction. Presumably, dedicated tracks will be provided across the roundabouts with appropriate surfacing , and raised parapets and mounting blocks on the bridge section. 6• As a resident on the east of the A358 , I frequently go Thurlbear . If Ash Lane is closed , the alternative route will be Griffin Lane, a much narrower lane with no passing places and ditches alongside the lane. I think Ash Lane should remain open.	4. Bridleway T 31/36 (Bath Cottage) would be fully stopped up and mitigated with a new track at Mattock's Tree Green junction. 5. Mattock's Tree Green junction would have dedicated tracks on both sides suitable for horse-riders and the tracks continue at the roundabouts. The overbridge would have high parapets with partial solid infill for the benefit of horse-riders and mounting blocks could be provided at the next stage of design. 6. Ash Road would not be closed but the junction with the A358 would be stopped up and the road would be accessed via Mattock's Tree Green junction and Ash Road link.	No
201	Taunton Deane Bridleways		<b>Bridleways - Section 3</b> •7 Bridleway T14/8 , is I understand being replaced alongside the new carriage way. The replacement route's surface should be an equine friendly material such as turf or rubber crumb which have more 'give' than tarmac 8• The Permissive bridleway passing through the Fivehead river tunnel was negotiated by Taunton Deane Bridleways Association and the then Neroche Project managers, so that equestrians from east of the road could access the Herepath. There are few bridleways east of the road so it is a very valuable route , despite the tunnel being lower than the regulation height. During the past 10years riders have had no problem with this and will dismount from a taller horse. Mounting blocks either side of the tunnel would be very useful. The plan shows only access for walkers. This needs to include equestrians. It will provide an alternative route for riders who do not wish to use Bickenhall Lane bridge 9 Bickenhall Lane Bridge – as this is intended for local traffic and vulnerable users, there should be distinct separate tracks for the latter, with softer surfaces suitable for horses and raised parapets. As many riders and horses will be nervous of crossing a high bridge over a busy road , mounting blocks should be provided at each end so that riders can dismount . 10 Hatch Beauchamp junction overbridge As this joins Forest Drove , a definitive bridleway on the west of the A358, the overbridge should accommodate equestrians by means of raised parapets, separated tracks and mounting blocks at each end , and be designated as a restricted byway.	7. The new section of bridleway T 14/8 would also cater for maintenance access to an attenuation pond and the surface would be suitable for vehicles. 8. The existing headroom at Fivehead River underpass would be retained and the scheme would not affect the status of the connecting rights of way. Mounting blocks would not be provided due the permissive status of the path. 9. As a result of consultation feedback, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. The overbridge would have high parapets with partial solid infill for the benefit of horse-riders. Mounting blocks could be provided at the next stage of design. 10. The Village Road overbridge would connect the existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated facilities for horse-riders. Further to this, the bridge would be lightly trafficked. Isolated lengths of facilities at Village Road overbridge would not be appropriate. Mounting blocks could be provided at the next stage of design.	No
202	Taunton Deane Bridleways		<b>Renovation of Neroche Herepath</b> 11• A section of the Neroche Herepath which has been closed for some years due to the failure of its foundations, appears to lie within the red delineated boundary around the fields alongside the southern section of Bickenhall Lane and up to Bickenhall woods. The renovation of this section of the Herepath would be an excellent mitigation project.	11. Renovation or diversion of the Neroche Herepath is outside the remit of the scheme. Sections of the path are included in the scheme boundary for hedgerow improvements.	No

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203	Taunton Deane Bridleways		<p><b>Equality considerations</b> All off road routes including the proposed cycleway should be multi user routes and surfaces should conform to British Horse Society suggestions. Some tarmac surfaces are too slippery and resilient for horses. Most horse riders are female whereas most cyclists are male, by focussing on cyclists you are discriminating against the well being of the former, whilst increasing opportunities for the latter who already have a much greater provision of routes</p>	The offline cycle route uses lightly trafficked roads and traffic-free tracks, and all sections that use public rights of way would be classified as restricted byways. Surfacing would be addressed at detailed design and take into account the needs of the expected users. New public rights of way that are not part of the offline cycle route are classified individually based on their suitability for users. Cyclists are not the focus of the walking, cycling and horse-riding proposals but National Highways has identified an off-line cycle route. All types of users are considered in the assessment of walking, cycling and horse-riding routes.	No
204	Taunton Transition Town	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	Mattocks Green Junction over engineered and unsafe for people walking, cycling and horseriding due to the large roundabout on either side of the bridge	The dumbbell roundabouts are designed to cater for forecast traffic flows in year 2046. Mattock's Tree Green junction would provide dedicated tracks on both sides suitable for shared use by walkers, cyclists and horse-riders. All arms of the roundabouts would have formal crossings, uncontrolled but with dropped kerbs, tactile paving and appropriate visibility of approaching traffic.	No
205	Taunton Transition Town	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<p><b>Carbon footprint</b> Like all construction, road building carries a carbon footprint and should be avoided wherever possible. This project runs contrary to the aim of the government, which is to decarbonise transport. We are opposed to the scheme.</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
206	Taunton Transition Town	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to	<p><b>Principle of development/General</b> There is a stronger case for the Henlade by-pass, and possibly at the Southfield end, where there are sometimes congestion problems, but there is no case for an expensive dual carriageway</p>	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of	No

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		provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	in between. The whole scheme is vastly over-engineered – particularly the roundabouts. A simpler scheme would save money and minimise CO2 emissions. The money would be better spent on public transport and active travel.	alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.  National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section 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.	
207	Taunton Transition Town	To what extent do you agree or disagree with our proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users? Please let us know the reasons for your response	<b>J25</b> There is a lack of suitable bus and coach interchange at J25.	At Nexus 25, the proposed signalised junction will serve not only the new A358, but also the connections into the proposed Nexus 25 employment site, the park and ride site and local connections into Henlade and Creech St Michael. A further interchange at M5 junction 25 is beyond the scope of this scheme.  Somerset County Council (now Somerset Council) completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.  As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).  Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
208	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<b>Introduction</b> 1. Vectos are retained by Taylor Wimpey to provide ongoing highway and transportation advice.  2. The National Highways (NH) proposal to upgrade the A358 Taunton to Southfields to dual carriageway is currently in consultation. This note provides representations on behalf of Taylor Wimpey to the consultation.	National Highways acknowledges this comment.	No
209	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<b>Active Travel Provision</b> 3. Active travel should be a significant consideration for the A358 proposals, in particular ensuring that active travel provision is delivered along the downgraded alignment of the existing A358, and new or amended minor road links. The proposals show this to an extent but the detail is critical to ensure the provision is of a high quality and able to accommodate any required installations retrospectively.	The scheme objectives include an accessible and integrated network. Facilities and connectivity for active travel alongside the route would be retained, and connections between communities either side of the A358 would be maintained.  As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound	No

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				<p>side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.</p> <p>Proposals for walking, cycling and horse-riding users as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1 Annex F).</p>	
210	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>A358 Downgrading</b></p> <p>4. The consultation documents indicate that the existing alignment of the A358 will be downgraded to feature a traffic free cycle route, which will connect into the existing provision at the recently upgraded M5 Junction 25 (J25). At present, Vectos is unable to identify the precise proposals for cycle infrastructure.</p> <p>5. The creation of the dual carriageway and subsequent downgrading of the existing A358 should not be seen solely for the creation of additional vehicular traffic capacity, but rather also as an opportunity to repurpose the existing A358 corridor into a multi-use street which facilitates attractive and direct active travel. The implementation of a direct traffic free cycle route of excellent quality will enable cycling to be one of the most convenient options for travelling to/from the centre of Taunton to and from villages including Henlade, Thornfalcon, Haydon, Stoke St Mary and Ruishton. This in turn will directly contribute to creating healthy and vibrant communities to the east of Taunton.</p> <p>6. The cycle infrastructure proposed should be designed in accordance with best practice, including cycle guidance LTN 1/20. At a high level, the cycle routes should be coherent, direct, safe, comfortable and attractive. Future use and demand should be considered in line with the traffic forecasts, i.e. assess and accommodate the future year demand.</p>	<p>The proposal for the existing A358 will be developed further at detailed design through further discussions with Somerset Council.</p> <p>Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standards' refers to Local Transport Note 1/20 (LTN 1/20).</p> <p>Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme.</p> <p>National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.</p> <p>Local Transport Note 1/20 (LTN 1/20) is guidance for all government-funded projects and primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but is unable to meet all its recommendations.</p> <p>Proposals for walking, cycling and horse-riding users as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1 Annex F).</p>	No
211	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Stoke Road Corridor</b></p> <p>7. The proposals seek to create a new two-lane bridge to carry Stoke Road over the proposed dual carriageway, which will form the principal route from the villages of Stoke St Mary and Henlade towards the downgraded A358. Whilst the existing route is rural in character, the implementation of a bridge would constrain any future potential to introduce a cycle route, as the carriageway widths and parapet walls would be fixed.</p> <p>8. To futureproof the link towards the active travel provision</p>	<p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local road mitigation will continue in the next design stage.</p>	No



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			<p>proposed on the downgraded A358, the Stoke Road overbridge should be designed to accommodate pedestrians and cyclists. This may be through the implementation of suitable pedestrian and cycle infrastructure, or by reserving sufficient space to enable future inclusion of active travel links. Typically, this would include separate pedestrian and cycle lanes with consideration of a protected cycle corridor.</p>	<p>Stoke Road realignment would tie into the existing carriageway with a grass verge on both sides. The local highway authority does not have any current plans to provide active travel routes along Stoke Road and the current level of demand does not warrant provision of dedicated facilities. The council has not expressed any desire for cycle infrastructure along Haydon Lane and Stoke Road.</p> <p>The scheme does include a new restricted byway from Haydon Lane to Stoke Road via Oldbroach Lane. This path would provide an alternative route for users instead of Haydon Lane. However, the path would be neither surfaced nor lit. The intention is to retain the rural character and lighting would have adverse environmental impacts.</p> <p>Stoke Road realignment would tie into the existing carriageway with a grass verge on both sides. The local highway authority does not have any current plans to provide active travel routes along Stoke Road and the current level of demand does not warrant provision of dedicated facilities.</p>	
212	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Mattock's Tree Green Junction 1 - design</b></p> <p>9. A new junction (Mattock's Tree Green) is proposed at Ash Road, which will link the new dual carriageway to the downgraded A358 alignment, the A378 towards Langport, and Ash Road. This will act as a significant interchange for those routing from surrounding villages, as it provides access to several key links. Therefore, it is important that the junction and the approach roads are futureproofed to accommodate rerouting traffic as a result of the A358 proposals.</p> <p>10. As shown in Extract 1, there is significant infrastructure proposed at Mattock's Tree Green junction. It is important that the design of the junction is futureproofed to accommodate the forecast demand in traffic resulting from the rerouting of traffic to the A358. In particular, the design should ensure that the upgraded section of Ash Road is suitable for buses, alongside other future shared mobility services such as Demand Responsive Transport. This will ensure that future shared transport services have opportunities for diverse routes, and can serve the villages of Stoke St Mary, Thurlbear, West Hatch and Slough Green.</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. 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. Local developments over a certain size and have a good likelihood of being constructed are included in the forecast traffic model assumptions. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The level of traffic flow at the Ash Road priority junction is below the capacity of the junction, providing confidence that even in the instance of increased use this junction would not become a bottleneck. If significant development is proposed in the area that would change this situation, then it would be down to that development to accommodate the increase in flow through improvements to the junction as part of the normal planning process. If significant development were already outlined as part of the local plan or committed planning applications then these would be considered as part of the design process.</p> <p>The proposed Ash Road geometry meets the requirements of a 60kph design speed and includes a 6.0m wide carriageway with minimum 1.5m verge. Vehicle tracking confirms the proposed route can accommodate a 16.5m articulated vehicle.</p> <p>Proposed changes to local roads including proposed design speeds, geometry and cross sections are agreed with Somerset Council.</p>	No
213	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Mattock's Tree Green Junction - WCH provisions</b></p> <p>11. The current proposals indicate that there will be a bridleway installed routing north/south, linking Ash Road to the A378, and a proposed off-line cycle route adjacent to the downgraded A358 to the north of the junction. Although this link is designated as a bridleway, it should be designed to accommodate cyclists in accordance with guidance set out within LTN 1/20. This is particularly pertinent across the overbridge, as there will be limited potential to retrofit high quality cyclist infrastructure in the future once these works are complete.</p>	<p>Mattock's Tree Green junction overbridge would include traffic-free tracks on both sides that would be segregated from road traffic and useable by walkers, cyclists, and horse-riders.</p>	No

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214	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Mattock's Tree Green Junction 2 - traffic</b></p> <p>12. The Mattock's Tree Green junction has identified improvements to Ash Road, following a forecast increase in traffic demand resulting from the rerouting of traffic to access the A358. This uplift in traffic is forecast further south and west towards Stoke St Mary, beyond the extent of Ash Road, as shown in Extract 2.</p> <p>13. At present, it is unclear whether the highway links between Stoke St Mary and Mattock's Tree Green junction are appropriate for the forecast uplift in traffic. The capacity of Stoke Road leading to Ash Road should be reviewed, and upgrades implemented where necessary. As part of these upgrades, pedestrian and cycle infrastructure should be considered, as to further improve active travel connectivity. A width of 6.5m would be typically considered as appropriate to allow for the passage of buses and other shared mobility, in addition to an appropriate active travel corridor.</p> <p>14. The full evidence base utilised to determine the precise geometrical arrangements of the Mattocks Tree Green junction should be provided to enable an independent review of the forecast traffic flows and the subsequent suitability of the infrastructure proposed, particularly in relation to the uplift in vehicles along Stoke Road to Ash Road, where no improvements have been proposed. This is crucial to demonstrate that the proposals have been well considered and will not result in a significant adverse impact upon the surrounding network.</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>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 modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
215	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Conclusion - opportunities and principle</b></p> <p>15. The dualling of the A358 between Taunton and Southfields offers a significant opportunity to consolidate traffic and improve journey times. The scheme also offers the potential to deliver high quality active travel infrastructure, that will benefit existing and future residents. Therefore, it is crucial that the active travel proposals are designed in accordance with best practice principles, and that any areas are futureproofed to accommodate new pedestrian and cycle desire lines.</p>	<p>National Highways welcomes general support for the scheme. Proposals for walking, cycling and horse-riding users as part of the scheme have been designed in accordance with best practice principles, and are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1 Annex F).</p>	No
216	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Conclusion - Mattock's Tree Green traffic growth</b></p> <p>16. It is important the Mattock's Tree Green junction is designed to accommodate forecast growth in the surrounding villages, in particular to the south, where only a short section of Ash Road has been identified for upgrades.</p>	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. 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. Local developments over a certain size and have a good likelihood of being constructed area included in the forecast traffic model assumptions. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The level of traffic flow at the Ash Road priority junction is below the capacity of the junction, providing confidence that even in the instance of increased use this junction would not become a bottleneck. If significant development is proposed in the area that would change this situation, then it would be down to that development to accommodate the increase in flow through improvements to the junction as part of the normal planning process. If significant development were already outlined as part of the local plan or committed planning applications then these would be considered as part of the design process.</p>	No

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217	Taylor Wimpey	Do you have any other comments you would like to make about our proposals?	<p><b>Conclusion - Summary</b></p> <p>17. In summary, it is imperative that the A358 proposals:</p> <ul style="list-style-type: none"> <li>— Provide high quality pedestrian and cycle infrastructure, particularly along the existing alignment of the A358;</li> <li>— Futureproof potential constraints such as the Stoke Road overbridge to ensure active travel provision;</li> <li>— Design the Mattock's Tree Green junction to accommodate forecast growth resulting from the re-routing of traffic to the A358 within the surrounding villages, encompassing increases in shared, active and car travel; and</li> <li>— Provide detailed general arrangement plans and the full details of the traffic models utilised.</li> </ul>	<p>The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Proposals for walkers, cyclists and horse-riders as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1 Annex F).</p> <p>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 methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
218	The Countryside Charity		<p><b>General Comments</b></p> <p>CPRE calls on the Government to adopt an enlightened 'smarter travel' hierarchy as the basis of its transport policy and investment decisions – and focus on a new mobility investment strategy that can realise the potential to widen travel choices. The current Road Investment Strategy should focus explicitly on keeping roads in good repair and reducing their environmental impacts, rather than increasing capacity.</p> <p>This would make our transport system more sustainable and efficient by reducing reliance on cars, cutting carbon emissions and improving air quality.</p> <p>There are 4 main elements to this strategy:</p> <ul style="list-style-type: none"> <li>Minimise demand</li> <li>Widen travel choices</li> <li>Improve efficiency</li> <li>Increase capacity</li> </ul> <p>In detail:</p> <ul style="list-style-type: none"> <li>• Minimise demand by focusing development in towns, around new and existing rail stations, with density and urban form to reduce commuting distances and make walking, cycling and public transport the modes of choice.</li> <li>• Widen travel choices by investing strategically in rail and light rail corridors, to unlock land for housing and employment, and in high quality walking and cycling routes.</li> <li>• Improve efficiency, including through road pricing, with revenues raised invested in high frequency public transport on the same corridors to reduce car-dependency, and increasing occupancy, such as through car sharing and more efficient freight transport.</li> <li>• Increase capacity as a last resort. Rather than roads being the first resort, they should be the last. New road capacity should only be considered if these options have been fully implemented, if environmental limits would not be exceeded, and if measures are put in place to lock in the benefits of the additional capacity.</li> </ul>	<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>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
219	The Countryside Charity		<p><b>A358 to M5 Traffic flows</b></p> <p>The original proposals for this scheme included a direct link between the A358 and M5, which CPRE Somerset and many others objected to and were relieved that this proposal had been dropped and should not be reconsidered.</p> <p>Your consultation In 2017/18 (Fig 9.4 Pink Option A358 AADT)</p>	<p>The latest proposed scheme design includes upgrades to M5 junction 25.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded M5 junction 25. These confirm that all junctions along the A358 will operate within</p>	No

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			<p>predicted that two-way flows between A358 and M5 would be 11,600 vehicles in a 2023 scenario and 16,600 in 2038. (This is the only data available).</p> <p>Without the M5/A358 link this traffic will now all be channelled through the M5 junction J25 junction.</p> <p>The proposals you put forward for the M5 J25 junction are broadly in line the present SCC layout, with 3 lanes on the A358 from Southfields direction but no improvements on the M5 northbound slip road to the roundabout.</p> <p>How can this junction possibly cater for the additional traffic (A358 to M5) which is predicted and will now use this junction? The A358 is become part of the strategic route network and the delays anticipated at this junction will discourage use of the strategic network and result in traffic being diverted onto less suitable routes, such as the A303/A30 through the Blackdown Hills AONB which is the most direct route for traffic from A303 to the west country.</p> <p>The amendments M5 J25 junction seem aimed at providing access to the Nexus development rather than for A358 traffic.</p>	<p>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> <p>Whilst the proposed scheme is not necessarily to replace the A303 through the Blackdown Hills as the main route to Exeter and beyond from locations in the south east, it would increase network resilience in the area by providing a viable alternative route in the event of the A303 through the Blackdown Hills becoming congested or having to close for an incident.</p> <p>Other aims of the proposed scheme include decreasing journey times, increasing journey time reliability and improving safety for traffic using the A358.</p>	
220	The Countryside Charity		<p><b>M5 J25 to Mattocks Tree Green</b></p> <p>The traffic conditions, delays and collisions on this section of A358 make the provision of a bypass to Henlade desirable and CPRE support this proposal but would wish to see as much of the existing dual carriageway section retained where the bypass connects to the Mattocks Tree Green junction to minimise any adverse effects on the landscape.</p> <p>This section of the proposed A358 route facilitates the provision of a bypass for Henlade which is the only section of the route that provides significant benefits.</p> <p>The A358 should return to the general alignment of the existing dual carriageway and not be routed through existing open countryside.</p>	<p>The Mattock's Tree Green junction is positioned at the most appropriate location to connect into the A378, and existing local road network and it is not considered feasible to reuse more of the existing A358 toward Henlade and shorten the length of the bypass section north of Mattock's Tree Green.</p> <p>Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p>	No
221	The Countryside Charity		<p><b>Mattocks Tree Green junction</b></p> <p>This scale of this grade separated junction is completely out of character with the existing landscape the design being more akin to a motorway junction. It creates lengthy diversions for local traffic and takes valuable agricultural land and we object to its provision. The existing junction should be Improved "on line" to provide additional capacity and reduce delays and this would remove the only capacity restraint on the route if incorporated with the Henlade bypass proposals.</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>National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.</p>	No
222	The Countryside Charity		<p><b>Mattocks Green to Southfields Roundabout</b></p> <p>Any further improvements of the A358 should be held in abeyance until there is a clearer understanding of the effects of the present pandemic and related COP26 discussions, on travel patterns and traffic flows, particularly commuting to work. It is essential to reduce greenhouse gases and the construction of new roads does not assist towards this goal. The working from home initiative has</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</p>	No

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			been very successful and this may have a significant effect on future traffic flows.	<p>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 has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
223	The Countryside Charity		<p><b>Southfields Roundabout</b> The existing junction at Southfields roundabout is totally inadequate to deal with the predicted traffic flows if the A358 is made a dual carriageway. It will act as a throttle to any improvements made upstream on the A303 (particularly at Stonehenge). There are no proposals to deter/discourage any generated traffic (from the southeast in particular) from continuing through the Blackdown Hills AONB to destinations in Devon and Cornwall. Improvements at this junction to encourage traffic to use the strategic route should be made ahead of any proposals to dual the A358.</p>	<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) exit, 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 to further enhance the 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>	No
224	The Countryside Charity		<p><b>Improvements for walkers, cyclists and horse riders including disabled users</b> The proposals to create a cycle route from Henlade to Southfields to avoid the A358 do not address the connectivity for cyclists between Taunton and Ilminster and it is unrealistic to expect that cyclists will not use the A358. Measures should be incorporated to minimise risks to cyclists particularly at grade-separated junctions. We would endorse the comments made by Taunton Area Cycling Campaign with regard to impact on cyclists of this proposal.</p>	<p>Cyclists would not be prohibited from using the scheme based on the classification of the road, and may choose to do so, particularly as part of a long-distance ride. Details of any measures to take cyclists off the scheme at grade separated junctions and re-join beyond the junctions would be considered at the detailed design stage. At this preliminary design stage, proposals for walking, cycling and horse-riding users 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</p>	No

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				Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1 Annex F).	
225	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals to upgrade M5 junction 25 and the Nexus roundabout? Please let us know the reasons for your response	Safety, convenience for us who avoid driving, where possible.	A dedicated route for pedestrians and cyclists through M5 junction 25 and the Nexus junction would be maintained as part of the scheme, as per existing. The form of the Nexus junction has been revised following the statutory consultation, to be a signal-controlled junction. The signal control would include dedicated crossings for pedestrians and cyclists, to link with the off-carriageway routes already provided.	No
226	The Taunton Cycling Group	Please let us know the reasons for your response to the question At Capland, which option would you prefer to provide a connection between local villages in this area?	Option 1— Provide a connecting link road between Capland Lane and Village Road. Really do't as yet know what this offers.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
227	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for the Ashill junction? Please let us know the reasons for your response	Object because you are diverting cyclists and causing later problems such as at the Ilminster end of things.	National Highways has carefully considered the benefits and disbenefits between providing for cyclists within the A358 corridor (online) or outside (offline). The case for offline is considered to be stronger, utilising existing infrastructure and allowing cyclists to pass through places of interest. The proposed offline route uses lightly trafficked roads and traffic-free tracks.	No
228	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for a parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358? Please let us know the reasons for your response	Had I the booklet I could say more.	The statutory consultation booklet was made available to view on the website as well as at in-person events and available to take away from deposit locations and other local venues as described in Chapter 4 of the Consultation Report (Document Reference 5.1).	No
229	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for Southfields roundabout? Please let us know the reasons for your response	Had I the booklet I could say more.	The statutory consultation booklet was made available to view on the website as well as at in-person events and available to take away from deposit locations and other local venues as described in Chapter 4 of this Report (Document Reference 5.1).	No
230	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for walkers, cyclists, horse riders and disabled users, including our plans to make use of the local road network and new off-road routes to create a cycle route from Henlade to Southfields roundabout? Please let us know the reasons for your response	Not good enough for us who avoid car use.	National Highways acknowledges this comment in relation to walking, cycling and horse-riding proposals. National Highways is committed to ongoing engagement with key stakeholders through the DCO application and examination stages.  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).	No
231	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for a new bridge over the A358 at Stoke Road? Please let us know	Better than nothing.	National Highways welcome support for this element of the scheme.	No

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		the reasons for your response			
232	The Taunton Cycling Group	Please let us know if you have any comments on the information presented in the Preliminary Environmental Information (PEI) Report	Not enough known yet.	National Highways acknowledges this comment. Detailed environmental information relating to the scheme is contained in the Environmental Statement (Document Reference 6.2).	No
233	The Taunton Cycling Group	Do you have any other comments you would like to make about our proposals?	We have to protect our planet and help all to use cleaner, safe ways of travel. You have to think ahead and plan for decades to come and not rely on short-term fixes.	<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 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>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).</p>	No
234	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for Mattock's Tree Green junction, including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road? Please let us know the reasons for your response	object because not helpful.	<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>	No
235	The Taunton Cycling Group	To what extent do you agree or disagree with our proposals for Village Road to be diverted via a bridge across the A358? Please let us know the reasons for your response	Object because it is going to cause new problems for cars and cyclists!	National Highways acknowledges this comment. It is considered that the dualling of the A358 will benefit motorised traffic and walking, cycling and horse-riding users. The scheme aims to address the existing traffic issues and long delays currently experienced along the route, by improving capacity and resilience. It also seeks to improve safety along the A303/A358/A30 route corridor including between Taunton and Southfields for walking, cycling and horse-riding users.	No
236	Transport Action Network		<p><b>General - Headline comments</b></p> <ul style="list-style-type: none"> <li>The consultation is fundamentally flawed, too short and badly presented. It should be rerun with a proper set of options for the</li> </ul>	As set out in the Consultation Report (Document Reference 5.1), National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a	No

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			<p>scheme and with clearer signposting to documentation.</p> <ul style="list-style-type: none"> <li>• The non-technical summary of the Preliminary Environmental Impact Report (PEI Report) is not fit for purpose, contradicting evidence elsewhere and understating true impact of the scheme.</li> <li>• The new road fails to deliver on the scheme objectives and National Highways have not worked with local people to reduce the scheme severance and its impact on their quality of life.</li> <li>• The proposed scheme will increase carbon dioxide emissions (from traffic growth and due to its construction) by over two million additional tonnes at a time when we should be rapidly reducing our emissions to reach a 78% reduction by 2035 and net-zero by 2050.</li> <li>• The new road will substantially increase noise pollution for many local residents, despite some people seeing noise levels drop.</li> <li>• The impact of higher levels of pollution on local residents are not properly assessed.</li> <li>• It will have a detrimental impact on several habitats including ancient woodland and national and local wildlife sites, and negatively impact on bats.</li> <li>• There will be the loss of mature trees and a negative impact on the setting of the Blackdown Hills AONB.</li> </ul>	<p>response, meeting all the required National Highways standards and requirements of the Planning Act 2008 EIA Regulations.</p> <p>As set out in the Statement of Community Consultation (Document Reference 5.1, 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 consultations and had the opportunity to contribute to them.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution, taking into account the matters raised by Transport Action Network, and signposting to relevant detail presented in the Environmental Statement (Document Reference 6.2) where appropriate.</p>	
237	Transport Action Network		<p><b>General - Introduction</b></p> <p>The proposed scheme would consist of 8.5 miles (13.6km) of new dual carriageway and large junctions between J25 on the M5 and Southfields roundabout on the A303.</p> <p>We formally object to the proposed new road on the grounds that it will not deliver sufficient benefits to justify the significant environmental and social costs. Increasing road capacity also undermines key policy goals on environmental protection, modal shift, carbon reduction, air pollution and public health. It will increase community severance, divert a considerable number of rights of way which will become less pleasant to use alongside, or close to, a 70mph dual carriageway. This will undermine people's enjoyment of the area and their recreational opportunities and hence their mental and physical well-being.</p>	<p>The Case for the Scheme (Document reference 7.1) explains the need for the proposed scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution, taking into account the matters raised by Transport Action Network, and signposting to relevant detail presented in the Environmental Statement (Document Reference 6.2) where appropriate.</p> <p>In particular, the proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	No
238	Transport Action Network		<p><b>Aims of the scheme - concern over principle</b></p> <p>The scheme aims are set out as follows:</p> <ul style="list-style-type: none"> <li>• improve the capacity of the road to reduce delays and queues that occur during peak hours and at key times of the year i.e. the height of summer.</li> <li>• support economic growth, facilitating growth in jobs and housing by providing a free-flowing and reliable connection between the South East and the South West</li> <li>• make the road safer, by providing additional capacity and reducing driver stress. We'll also improve routes for pedestrians, cyclists, horse riders in the area.</li> <li>• protect the environment and look for opportunities to improve it, minimising any unnecessary impact of the scheme on the surrounding natural and historic environment and landscape</li> <li>• work with local communities to reduce the impact of the road in terms of community severance, and look for ways to improve local peoples' quality of life</li> </ul> <p>However, there is little evidence to support the claim it will lead to economic growth, even if it might lead to economic redistribution.</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 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. This considers how the scheme addresses the scheme aims and planning policy.</p> <p>National Highways assesses the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range</p>	No



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			<p>While roads can always be made safer, the current road actually has a safer crash record than the average crash rate for rural trunk A-roads<sup>1,2</sup> so it's questionable whether National Highways' overengineered solution is necessary to address any safety issues.</p> <p>Given that one bridleway and many roads and footpaths will be stopped up with significant diversions it is hard to see how an overall positive score on rights of way has been achieved.</p> <p>Insisting on a dual carriageway for the whole length of the scheme is not looking for opportunities to improve the environment or minimising the scheme's impact. It's doing the opposite. At the same time National Highways is clearly not listening to local communities, especially at the eastern end who will be strongly impacted by the scheme. They will see community severance worsened along with their quality of life.</p>	<p>of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). 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). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>National Highways has 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 high volumes of fast-moving traffic on the A358.</p> <p>The environmental impact assessment is presented in the Environmental Statement (Document Reference 6.2).</p>	
239	Transport Action Network		<p><b>Flawed consultation</b></p> <p>For such a large road, 8.5 miles (13.6km) long, with a substantial number of accompanying documents, a six week consultation is completely inadequate. It is worth noting that the shorter 5 mile (8km) A27 Arundel Bypass will have an 8 week consultation when it starts in January next year. Even that is not that much time given the wealth of information people need to read to fully understand the impacts of the new road and come to an informed position on it.</p> <p>There are 272 documents accessible mostly through the list view on the Virtual Consultation portal which is a very clunky way of accessing the documents. Firstly, it is not very obvious that the documents are situated under a heading called 'list view' instead of a more obvious title such as 'documents' or 'further information'. Secondly, for much of the time when looking for information on the portal we were having to accept cookies for each document we accessed. This was another inconvenience and barrier to accessing the many documents, as well as wasting the public's time. Thirdly, given various documents are presented on the main consultation page with direct links, people could be left with the impression that these are the only documents they need to read. There are only 16 of these plus a link to the PEI Report. Even when you do find what you are looking for, the information is often presented in a confusing way or in a way designed to downplay the negative impacts and potentially mislead the public as to the true impact of the scheme. This is shown very clearly around the issues of Public Rights of Way (PROW) and noise pollution as outlined below.</p>	<p>A number of documents were made available in addition to the Preliminary Environmental Information (PEI) Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included a non-technical summary of the PIE Report, the consultation booklet, and a non-technical summary of the traffic technical note. These were provided to ensure that people could view and engage with as many of the materials as possible during the consultation period, at different levels of expertise and/or interest.</p> <p>National Highways also provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.</p> <p>The consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects (NSIPs) which is 28 days.</p> <p>To assist consultees in navigating where to find documents, a short document titled 'Links to the Preliminary Environmental Impact Report (PEI Report)' was published, which provided links as follows:</p> <p>Individual chapters of the PEI Report - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=Chapter">https://a358-taunton-to-southfields.virtual-engage.com/content?search=Chapter</a>  PEI Report appendices - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=Appendix">https://a358-taunton-to-southfields.virtual-engage.com/content?search=Appendix</a>  Figures to accompany the PEI Report - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=FIGURE">https://a358-taunton-to-southfields.virtual-engage.com/content?search=FIGURE</a></p>	No

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				If any consultees were having difficulty finding information, they could have contacted the project team via the freephone telephone number, the project email address or the webchat function on the virtual engage platform. More than 30 hours of live webchat sessions were held during the consultation period to help ensure any technical issues or queries could be addressed in a timely manner.	
240	Transport Action Network		<p><b>Public Rights of Way (PROW)</b>  Document 9 called 'PROW improvements' is an example of a document produced to give the impression of PROW benefits but provides virtually no useful information to show how this might be claimed. It also fails to bring together information about PROW that will be closed or stopped up so that people can get a balanced understanding of the overall impact of the scheme on the PROW. It points people to "Chapter 12 of our Preliminary Environmental Information (PEI) Report" for further information but without any link so people have to go looking for it themselves. It is worth noting that there is no document titled PROW closures and diversions, so people are left with the impression, without a lot of digging, that this new road is only going to lead to improvements, which is clearly wrong and clearly misleading.  It is also worth noting that the PROW information within Chapter 12 is mixed up with other considerations and while new proposals are clearly set out in Table 12-213, this is incorrectly labelled as "Changes to PROW as a result of the proposed scheme" as it doesn't include closures or other impacts. The left-hand column of this table makes these interventions all sound like positive changes when this might not be the case given some involve diversions and hence extra journey lengths, most likely in a less pleasant environment as they are close to a 70mph road. Consequently, this table is misleading the public.  Indeed, the total number of PROW affected by the scheme, and this doesn't include local roads, is 394 but no detail is given as to what this might mean. Nowhere in this document is the full impact of the road scheme revealed. Figure 12-7 is twice referenced within Chapter 12 as "showing proposed stopping up, diversions and new routes for WCH and other users of highways and local routes with public access rights". To work out the real impact of the scheme involves scrutinising two maps, which are not always the easiest to work out, to try and assess what is being closed or affected. This is far from satisfactory and as part of the PEI Report is not fit for purpose. The PEI Report should clearly set out what is being affected and how. It should then explain how the negative impacts are proposed to be mitigated. Instead, it misleadingly presents all the changes as being positive, even when they are diversions, while effectively ignoring the negative impacts. This makes it very hard for the public to come to any clear understanding of the overall impact of the road proposals and therefore an informed decision when responding to the consultation.</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 in support of this application to fully assess the scheme in accordance with The Town and Country 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>Details of the proposals affecting public rights of way are set out in Environmental Statement Appendix 2.1 Annex F Public Rights of Way Management Plan (Document Reference 6.4).</p>	No
241	Transport Action Network		<p><b>Noise pollution</b>  In the same chapter (12), noise is also similarly confusingly presented, not fully quantifying the direct and indirect impacts of noise pollution on residential dwellings. Even when it presents the direct impacts of the road scheme on noise, these are not totalled up for people to have a clear understanding of the overall impact.</p>	Following statutory consultation, noise outcomes in the Environmental Statement have been extensively revisited and updated based on changes to the scheme and mitigation identified. For example, the scheme will include a low noise surface to minimise noise generation in all locations.	No

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			<p>Excluding the mostly beneficial impact on village of Henlade, further demonstrates the negative impact the scheme has on communities along the route and further highlights a different approach should have been seriously considered east of Henlade. While the direct noise impacts are set out in a series of tables for communities along the road, the indirect impacts experienced due to changes in traffic on neighbouring roads are less clearly presented in a more generalised form with no breakdown as to which areas are most affected. This further undermines the ability for people to make informed comment.</p> <p>It's worth noting the number of churches and at least one school adversely affected by the proposals.</p> <p>Despite the fact that the number of residential and other receptors negatively affected by noise from the road, both directly and indirectly, is clearly far greater in number than those that benefit (which the report acknowledges), the conclusion in Chapter 12 somewhat amazingly concludes that "At a population level, the health outcome is likely to be neutral across all wards except for North Curry and Stoke St Gregory, which is positive."5 This is just not credible and highly misleading especially as the number of properties with direct permanent significant adverse effects are nearly four times those with direct permanent significant beneficial effects6.</p> <p>Further muddling and confusion is created in Chapter 16, which is described as PEI Report summary, which could cause it to be confused with the PEI Report Non-technical summary. Here, there are further incredible claims about positive health outcomes due to noise when noise is worse for far more properties than it is beneficial. Another claim is that there will be "improved accessibility from the overall reduction in the number of vehicles passing through communities"7 yet this does not tally with the increases in noise due to increases in traffic this scheme will generate.</p> <p>Meanwhile the PEI Report says "There are over 20 public rights of way (PRoW) such as footpaths that cross or meet the A358 which have the potential to be affected by the proposed scheme."8 Yet in Chapter 12, it states that: In total the proposed scheme has the potential to affect 39 PRoW which are shown on Figure 12.7 Public rights of way within the study area."9 This is clearly inconsistent and while the latter is listed under construction, no detail is given and no more information is provided under operation.</p>	<p>Detailed modelling of the spread of noise has been undertaken with the latest traffic data, since the PEI Report was produced, and 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, the locations of which are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). Where individual residential properties are, despite mitigation, 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. Taking account of the additional mitigation measures, since the PEI Report was produced, as set out in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), 110 likely significant adverse effects and 360 likely significant beneficial effects have been identified.</p> <p>With regards to public rights of way, proposals are set out in Environmental Statement Appendix 2.1 Annex F Public Rights of Way Management Plan (Document Reference 6.4).</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers and assesses the impacts of the scheme in accordance with DMRB Standard LA 112, reporting on the following elements: 1) land-use and accessibility including; a) private property and housing; b) community land and assets; c) development land and businesses; d) agricultural land holdings; and e) walkers, cyclists and horse-riders. 2) human health including; a) health profiles of affected communities; b) health determinants (e.g. noise or air pollution); and c) likely health outcomes.</p>	
242	Transport Action Network		<p><b>Air Pollution</b></p> <p>No mention is made within this section of the recent change in World Health Organisation WHO guidelines for particulates and nitrogen dioxide. The WHO have concluded that there are no safe levels of these pollutants and has cut its guideline levels significantly, which are now a quarter of the UK's legal limits for nitrogen dioxide and one fifth the UK's limit for PM2.5s. While these are not legal limits, they are important and should be mentioned and the impact of the road assessed against them as they are a better measure of impact on human health.</p> <p>It is also of concern that virtually no monitoring has been done, or is proposed, along most of the A358 or the local road network nearby. Most of the air pollution monitoring points are along the M5 or in Taunton. There are only 5 monitoring points along the</p>	<p>The World Health Organisation Global Air Quality guidelines are not currently part of UK legislation or policy requirements. The air quality assessment undertaken by National Highways as reported in the Environmental Statement Chapter 5 Air quality (Document Reference 6.2) remains in accordance with current legislation in compliance with policy such as the National Policy Statement for National Networks (NPSNN).</p> <p>Monitoring sites used to determine existing air quality are located on the scheme affected road network. As agreed with the Local Authorities, no further monitoring was required as suitable baseline data is available from existing monitoring sites which can be used to support model verification. Further information on the verification process can be found in the Environmental Statement Chapter 5 Air</p>	No

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			<p>existing A358 and these all lie within not much more than 1km from the M5, with point 62 being the furthest east. Given the large increase in noise pollution for people along the route east of Henlade, and also off the route, particularly at North Curry, Broadway and Horton, it's highly likely these communities will see an increase in air pollution. This does not appear to have been properly addressed within the PEI Report. The PEI Report non-technical summary states that there is "Likely significant adverse effect on Bickenhall Wood ancient woodland due to air quality related nitrogen deposition from vehicle emissions causing potential for habitat degradation."10 In Chapter 5 (air quality) a much longer list of designated wildlife sites and ancient woodland are listed as being adversely affected, although most are then dismissed in Chapter 8 (biodiversity) as the impact is not considered to be significant. However, it should be noted that this is before cumulative impacts have been assessed. It also highlights the need that if the A303 is completely dualled, there will need to be an assessment of the whole corridor for the wider impacts that will arise from the increase traffic that will result.</p>	<p>quality (Document Reference 6.2).</p> <p>Traffic flows associated with cumulative schemes including the A303 Sparkford to Ilchester and A303 Stonehenge schemes have been included in the traffic data provided for use in this assessment and therefore the combined impact of these schemes and the A358 Taunton to Southfields Dualling Scheme have been assessed.</p> <p>The scheme alignment has been designed to avoid Bickenhall Wood and other ancient woodlands across the scheme. Bickenhall Lane overbridge has been relocated 165m south of the ancient woodland to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the Environmental Statement (Document Reference 6.2). Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).</p>	
243	Transport Action Network		<p><b>Climate change</b></p> <p>This new road proposal will lead to an unacceptable increase in carbon emissions. Despite the fact that the scheme is expected to increase carbon emissions over its lifetime by over 2 million tonnes, the PEI Report says there will be no significant impacts due to these emissions. This is simply not credible. This is repeated in Chapter 16 and the fact that emissions arising from the road are not significant compared to the UK's 5 year carbon budgets is used as the excuse for dismissing carbon emissions as insignificant. However, that ignores the impact of increasing emissions within the local and regional area (as EIR guidance recommends11) and Somerset County Council's aim to be carbon neutral by 2030. In this context this increase will be significant and should be addressed within the PEI Report. It is worth noting that carbon losses due to land clearance, soil disturbance or loss, and land use change have not been assessed.</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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				Carbon losses due to land clearance, soil disturbance or loss, and land use change have been addressed within the Environmental Statement (Document Reference 6.2).	
244	Transport Action Network		<p><b>Landscape and wildlife impacts</b></p> <p>The road proposals would have significant negative impact on the landscape, including the setting of the Blackdown Hills AONB, and would involve the significant loss of ancient and other woodland, veteran trees, hedgerows and other habitats.</p> <p>The scheme would impact directly on wildlife both during construction and operation with the most severe impact likely to be on bats. Habitat severance could disrupt the bats' foraging and this might not return to what it was previously even with mitigation measures. Temporary screening to direct low-flying bats and birds over the road to avoid colliding with traffic, could actually be in place for at least a decade as it won't be able to be removed until planting has substantially matured. This could also have an impact on the landscape that extends beyond the construction period. The increased noise from the road will also impact on breeding of birds and other creatures that rely on communication to find a mate.</p>	<p>National Highways recognises the significance and sensitivity of the landscape, and proposed planting responds to the landscape character. This is outlined in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) and shown on Environmental Statement Figure 7.8 Environmental Masterplans (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 discussed and agreed at the detailed design stage.</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. 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 otherwise isolated parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. In key locations along the scheme, the creation of habitats will start in advance of construction works to allow as much time as possible within the construction window for habitats to develop.</p> <p>Details of the bat roost, bat activity, bat trapping &amp; radio tracking and bat hibernation surveys are provided in Appendices 8.8, 8.9, 8.10 and 8.11 of the Environmental Statement (Document Reference 6.4) and the DCO documentation includes a mitigation strategy for bats and have been discussed in meetings with Natural England with a view to develop a bat mitigation strategy along agreed lines. All surveys have been undertaken in accordance with best practice guidance and details of survey methodologies are provided in the relevant bat reports.</p> <p>National Highways has produced an Environmental Statement (Document Reference 6.2) and Environmental Management Plan (Document Reference 6.4, Appendix 2.1) as part of the DCO application, which explains how the impact of construction activities on the environment, including wildlife, would be managed.</p>	No
245	Transport Action Network		<p><b>Cumulative effects</b></p> <p>Given that the PEI Report admits that it has not assessed the cumulative effects of other developments in the vicinity, how can the true impact of the new road be properly assessed?</p>	Environmental Statement Chapter 15 Assessment of cumulative effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the Environmental Statement (Document Reference 6.2).	No
246	Transport Action Network		<p><b>Other options</b></p> <p>We don't believe that other approaches or options have been properly considered for this road. National Highways has settled on a dual carriageway and refused to seriously consider anything else, either in part or in full. Given the need for more urgent action on climate change, which is likely to include the need for traffic reduction as the electrification of the vehicle fleet is unlikely to</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	No

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			<p>happen quickly enough, the justification for a dual carriageway, end to end, falls away.</p> <p>Given the severe impact of the road scheme on the local community and the surrounding environment and the huge increase in carbon emissions, National Highways needs to go back to the drawing board and come back with something that delivers far more benefits and has far less adverse impacts.</p>	<p>regions, unlocking its potential for growth and supporting plans for more homes and jobs.</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>	
247	Transport Action Network		<p><b>Conclusion</b></p> <p>We strongly believe that the consultation is far from adequate and should be re-run. It does not meet acceptable standards of information provision in terms of the way that it is presented to the public, often to hide the true impact of the road, a lack of face to face consultation events and the poor quality of the online consultation tool. It also needs to give people enough time to properly digest and assess the information they are given. Just throwing nearly 300 documents at people which are badly presented and without proper links between them does not tick the box of providing adequate information. Equally, only providing 6 weeks for people to read all the documentation, if they can find them all, is not nearly long enough for people who may well be working full-time. A 12 week consultation should be standard for a road of this magnitude and at the very least an 8 week consultation period as proposed for the much smaller A27 Arundel Bypass should have been the minimum considered.</p> <p>Overall, we do not believe that the severe impacts that this road will bring are outweighed by its marginal benefits. It should therefore not proceed and National Highways should go back to the drawing board and come back with a far better and less impactful solution.</p>	<p>National Highways considers that the range of activities, materials and engagement provided during the statutory consultation were sufficient in ensuring an adequate consultation for local people and communities to provide their feedback on the draft design and plans for the scheme.</p> <p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report (Document Reference 5.1), the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.</p> <p>The Preliminary Environmental Information (PEI) Report and appendices which were published for consultation reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide their response. As set out in the Consultation Report (Document Reference 5.1), National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time for people and organisations to provide a meaningful response.</p> <p>More than 900 responses to consultation were received using the variety of response mechanisms that National Highways ensured were available, including the online questionnaire, email, and freepost, demonstrating that consultation was accessible and that technical issues did not prevent respondents from providing their feedback.</p> <p>As set out in Chapter 4 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. This was in addition to complement email and online feedback</p>	No

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				<p>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 non-technical summary of the PEI Report, the consultation booklet, and a 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 (Appendix 4.4 of this Report), advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them.</p> <p>National Highways held three in-person events during the consultation period to allow people to engage with the scheme and speak with members of the project team. All three events included a wide range of opening times including across a standard working day, evenings and weekends.</p> <p>When deciding where and how to run the in-person events during the consultation, taking any COVID-19 regulations into account, we needed to strike a careful balance between location and proximity to the route as well as safety and accessibility. In-person events were delivered in line with Government guidance relating to COVID-19, including:</p> <ul style="list-style-type: none"> <li>• A maximum capacity was set for each venue to ensure that the venue did not run over capacity and become a health hazard due to an inability to social distance or regulate the amount of airflow in the venue. A queuing system outside the venue was factored into the planning to take account of busier periods, with staff monitoring numbers in and out of the venue, to help ensure people could social distance.</li> <li>• The flow of the room was considered at each venue, with markings placed on the floor to assist people in maintaining a safe distance between one another. All venues were compliant with the Equality Act, had windows which could be opened to help ventilation, and doors were kept open.</li> <li>• Posters were placed near the entrance to remind attendees to social distance.</li> </ul> <p>Members of staff at the in-person events represented subject matter experts from across the scheme, all of whom were involved in the project and briefed beforehand.</p> <p>As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), the in-person events were part of a wider range of activities and feedback mechanisms to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods.</p> <p>There were more 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received,</p>	

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				<p>demonstrating that the consultation was sufficiently promoted, accessible and representative.</p> <p>As set out in the Consultation Report (Document Reference 5.1), 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 EIA (Infrastructure) Regulations.</p>	
248	Woodland Trust		<p><b>General</b> As the UK's leading woodland conservation charity, the Woodland Trust aims to protect native woods, trees and their wildlife for the future. We own over 1,000 sites across the UK, covering around 29,000 hectares (71,000 acres) and we have over 500,000 members and supporters.</p>	National Highways welcomes comments raised by the Woodland Trust, and responses are provided to each individual response.	No
249	Woodland Trust		<p><b>Ancient Woodland</b> Natural England and the Forestry Commission defines ancient woodland "as an irreplaceable habitat [which] is important for its: wildlife (which include rare and threatened species); soils; recreational value; cultural, historical and landscape value [which] has been wooded continuously since at least 1600AD." It includes: "Ancient semi-natural woodland [ASNW] mainly made up of trees and shrubs native to the site, usually arising from natural regeneration Plantations on ancient woodland sites – [PAWS] replanted with conifer or broadleaved trees that retain ancient woodland features, such as undisturbed soil, ground flora and fungi" Both ASNW and PAWS woodland are given equal protection in government's National Planning Policy Framework (NPPF) regardless of the woodland's condition, size or features.</p>	The scheme alignment has been designed to avoid ancient woodlands, and since statutory consultation the Bickenhall Lane bridge has been relocated 165m south of Bickenhall Wood ancient woodland to avoid direct impacts upon the ancient woodland. Following discussions and a site visit with Natural England, an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details are provided within the Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Where woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).	No
250	Woodland Trust		<p><b>Veteran Trees</b> Natural England's standing advice on veteran trees states that they "can be individual trees or groups of trees within wood pastures, historic parkland, hedgerows, orchards, parks or other areas. They are often found outside ancient woodlands. They are irreplaceable habitats with some or all of the following characteristics... A veteran tree may not be very old, but it has decay features, such as branch death and hollowing. These features contribute to its biodiversity, cultural and heritage value."</p>	<p>As described in the Environmental Statement, the scheme unavoidably results in the loss of two veteran oaks at Jordans Park LWS as they fall within the construction footprint of the eastern carriageway of the scheme. All reasonable efforts have been made to avoid them, taking into account alternatives and other impacts of the scheme.</p> <p>Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. Environmental Statement Chapter 8 Biodiversity and Appendix 8.24 Ecological Mitigation Strategy - Habitats (Document Reference 6.4) detail a series of measures to reduce pressures on veteran trees retained within the landscape along the scheme and to safeguard areas of mature trees, managed to reduce competition around them, to allow their development into veterans in the future.</p> <p>Measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalist, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p>	No
251	Woodland Trust		<p><b>Wood Pasture/Parkland</b> Wood pasture and parkland is important historically and culturally. They may derive from medieval hunting forests, or from wooded</p>	The scheme passes through Jordans park LWS. No direct loss of veteran trees in the park will occur, however, as described in the Environmental Statement the scheme unavoidably results in the loss	No



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			<p>commons. Others are designed landscapes, often associated with big estates dating from the 16th century or earlier. Wood pasture and parkland is often home to significant concentrations of ancient, veteran and large girth trees that are very important for biodiversity and are the living expression of historic landscapes. Old trees usually represent centuries of investment in their growth and have developed habitat that is not present on younger trees. The veteran tree habitat is associated with specialist wood decay fungi and invertebrates that are likely to be present in the trees at Jordan's Park Local Wildlife Site (LWS) (grid ref: ST3383915835).</p> <p>The Woodland Trust holds significant concerns regarding the potential direct loss of veteran trees, as well as potential detrimental impact to an area of ancient woodland known as Bickenhall Wood (grid reference: ST2883920099).</p>	<p>of two veteran oaks at Jordans Park LWS as they fall within the construction footprint of the eastern carriageway of the scheme. Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. The design of the scheme will also avoid loss of mature trees in the woodland. The design seeks to enhance the quality of the retained habitat in Jordans Park. At Bickenhall woods there will be no direct loss to the woodland, although some air quality impacts are predicted. New woodland planting will support the existing wood and the enhancement regime for the southern section of the existing wood has been agreed with the Forestry Commission.</p> <p>Where woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).</p>	
252	Woodland Trust		<p><b>Planning Policy</b>  The National Planning Policy Framework, paragraph 180 states: "When determining planning applications, local planning authorities should apply the following principles:  c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons<sup>63</sup> and a suitable compensation strategy exists;"</p> <p>Further to this, paragraph 174 of the NPPF states the following: "Planning policies and decisions should contribute to and enhance the natural and local environment by: minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures". Where an application involves the loss of irreplaceable habitats, such as ancient woodland, net gains for biodiversity cannot possibly be achieved.</p> <p>The National Policy Statement for National Networks (NNNPS) Paragraph 5.32 also states: "Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this."</p> <p>Highways England's Biodiversity Action Plan (2015) outlines key environmental goals for minimising environmental impact: "Biodiversity is entrenched within the Government's Road Investment Strategy and Highways England's Strategic Business Plan. In particular, the Road Investment Strategy states that by 2020, the company must deliver no net loss of biodiversity and</p>	<p>The scheme alignment has been designed to avoid ancient woodlands, and since statutory consultation the Bickenhall Lane bridge has been relocated 165m south of Bickenhall Wood ancient woodland to avoid direct impacts upon the ancient woodland. Following discussions and a site visit with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details are provided within Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Where woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).</p> <p>As described in the Environmental Statement, the scheme unavoidably results in the loss of two veteran oaks at Jordans Park LWS as they fall within the construction footprint of the eastern carriageway of the scheme. All reasonable efforts have been made to avoid them.</p> <p>Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. Environmental Statement Chapter 8 Biodiversity and Appendix 8.24 Ecological Mitigation Strategy - Habitats (Document Reference 6.4) detail a series of measures to reduce pressures on veteran trees retained within the landscape along the scheme and to safeguard areas of mature trees, managed to reduce competition around them, to allow their development into veterans in the future.</p> <p>Measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalist, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p>	No

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			that by 2040 it must deliver a net gain in biodiversity." As such, by putting forward a proposal of this nature, National Highways is in direct contravention of its own biodiversity policies.	Chapter 6 of the Case for the Scheme (Document Reference 7.1) sets out how the scheme has sought to balance the planning policy requirements for the scheme, including the National Policy Statement for National Networks (NPSNN).	
253	Woodland Trust		<p><b>Reducing Carbon Emissions</b></p> <p>The Woodland Trust supports an increase in UK woodland cover from its current 13% of land area to 19% by 2050 to tackle this country's biodiversity and climate crises. The value of woodland in sequestering carbon emissions has been recognised by Government, yet further erosion of ancient and mature woodland by government-led road projects would further undermine its ability to meet net zero obligations. Indeed, in England, ancient woodland has been shown to hold 36% more carbon per hectare than all other woodland.</p> <p>A number of important developments in UK climate change policy have occurred in recent times. Meeting the recently adopted target of net zero carbon by 2050 represents a major policy challenge of which transport is a central component. The UK Committee on Climate Change (CCC) reports that transport emissions increased by 6% between 2013 and 2019 and were 4% higher than in 1990. Road transport accounts for 91% of the UK's domestic surface transport emissions. Although vehicles have become more fuel efficient, this has been offset by increasing travel demand.</p> <p>To overcome such trends, the CCC Net Zero report highlighted the need for new policy frameworks to be developed. The Department for Transport acted on this recommendation, publishing a Green Paper, 'Decarbonising transport - setting the challenge', in March 2020. This includes recognition that "We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network." The Government has further committed to tackling the issue by the publication of 'Decarbonising Transport - A Better, Greener Britain' in July 2021. A successful strategy to reduce transport's carbon emissions must include measures to manage road travel demand, not accommodate its growth, and we would challenge whether the A358 Taunton to Southfields scheme is consistent with this approach.</p> <p>Any decision regarding the A358 Taunton to Southfields scheme must be consistent with the UK's international commitments regarding carbon emissions. The court decision concerning plans for a third runway at Heathrow highlighted the need for consistency in the Government's legal objectives regarding emissions cuts and major infrastructure development proposals which are predicated on increasing transport movements. While the court decision was recently overturned, the Government must lead the way in cutting emissions if the UK is to remain credible at climate negotiations.</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>The Environmental Statement Chapter 14 Climate (Document Reference 6.2) presents an assessment of land use change (including loss of woodland) and identify, assess and integrate measures to further reduce carbon through on or off-site offsetting and sequestration (e.g., through the use of renewable technologies). Additionally, National Highways set out how they will manage the green space for carbon removal, renewable generation, safety and biodiversity in an Environmental Sustainability Strategy which is published every road period and in the five-year Delivery Plans. National Highways will plant at least an additional 3 million trees by 2030.</p>	No
254	Woodland Trust		<p><b>Impacts to Veteran Trees</b></p> <p>The Woodland Trust holds significant concerns regarding the proposed loss of veteran trees within Jordan's Park LWS from the construction of a new carriageway connecting between Ashill Junction and Southfields roundabout, as well as potential impact to a veteran black poplar (T142) from the re-configuration of an existing drainage basin.</p>	As described in the Environmental Statement, the scheme unavoidably results in the loss of two veteran oaks at Jordans Park LWS as they fall within the construction footprint of the eastern carriageway of the scheme. All reasonable efforts have been made to avoid them, taking into account alternatives and other impacts of the scheme (see Environmental Statement Chapter 3 Alternatives, Document Reference 6.2).	No

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			<p>Whilst Chapter 8 (Biodiversity) outlines the loss of two veteran trees, Chapter 16, Table 16-1 (Summary of preliminary assessment of likely significant environmental effects) refers to the loss of 'up to three veteran trees'. We would appreciate confirmation on the number of veteran trees to be directly affected by this proposal.</p> <p>Natural England has identified the impacts of development on veteran trees within their standing advice. This guidance should be considered as Natural England's position with regards to development impacting veteran trees:</p> <p>"Direct impacts of development on ancient woodland or ancient and veteran trees include:</p> <ul style="list-style-type: none"> <li>• damaging or destroying all or part of them (including their soils, ground flora, or fungi)</li> <li>• damaging roots and understorey (all the vegetation under the taller trees)</li> <li>• damaging or compacting soil around the tree roots</li> <li>• polluting the ground around them</li> <li>• changing the water table or drainage of woodland or individual trees</li> <li>• damaging archaeological features or heritage assets"</li> </ul> <p>Due to the likely significant concentration of veteran trees in the area, the veteran trees to be lost are likely providing habitat for rare species associated with decaying wood habitat, aging bark and old root systems, particularly specialist wood decay fungi and invertebrates (also known as saproxylic species). The larger the concentration of old trees in an area and the longer they have been present on site, the richer the variety of species found. For this reason, it is essential that no trees displaying veteran characteristics are lost as part of the development.</p>	<p>Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. Environmental Statement Chapter 8 (Document Reference 6.2) and Appendix 8.24 Ecological Mitigation Strategy - Habitats (Document Reference 6.4) detail a series of measures to reduce pressures on veteran trees retained within the landscape along the scheme and to safeguard areas of mature trees, managed to reduce competition around them, to allow their development into veterans in the future.</p> <p>Measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalist, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p>	
255	Woodland Trust		<p><b>Impacts to Ancient Woodland</b></p> <p>We are concerned about potential detrimental impact to Bickenhall Wood from the upgrades proposed to the A358. Whilst we acknowledge that Bickenhall Wood is sited adjacent to the existing A358 network, it is important that the impact to the ancient woodland is considered, and disturbance reduced to a minimum, with no direct impacts on the ancient woodland boundary trees. We also note reference to Saltfield Copse (Chapter 8.9.24), an area of potentially unmapped ancient woodland which lies directly adjacent to the existing A358 and will be subject to encroachment and 0.2ha of loss. Further investigation into the ancient woodland status of Saltfield Copse should be undertaken to ensure all ancient woodlands are appropriately considered.</p> <p>Furthermore, the Trust has concerns regarding potential nitrogen deposition on ancient woodlands surrounding the proposed road. Chapter 5 (Air Quality) of the Preliminary Environmental Information Report outlines a likely 5% increase towards the critical load of Bickenhall Wood, plus five other ancient woodlands outlined in Chapter 8 (8.9.187).</p> <p>We are of the opinion that development must be able to demonstrate that any resulting increase in the levels of nitrogen will be insignificant (&lt;1% of the critical load) at all ancient woodland sites. The scheme may need to be amended to include further control measures or other proposals in order to attempt to reduce the process contribution to &lt;1%.</p>	<p>Taking into account feedback from the consultations, the scheme alignment has been designed to avoid Bickenhall Wood and other ancient woodlands across the scheme, including Saltfield Copse, Every's Copse and Ashill Wood. Bickenhall Lane bridge has been relocated 165m south of the ancient woodland at Bickenhall Wood so as to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane bridge has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the Environmental Statement. Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).</p> <p>The Environmental Statement (Document Reference 6.2) details an assessment of air quality impacts on ancient woodlands including the potential for nitrogen deposition related degradation within Bickenhall Wood; measures to compensate for any degradation include additional woodland planting to the north and south of this woodland and the introduction of management for biodiversity within areas previously inaccessible for Forestry England to manage.</p>	No

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256	Woodland Trust		<p><b>Mitigation</b></p> <p>Where veteran trees are to be lost the only appropriate form of mitigation is total avoidance followed by the provision of a sufficient buffer zone.</p> <p>Trees are susceptible to change caused by construction/development activity. As outlined in Trees in relation to design, demolition and construction, BS 5837:2012, the British Standard for ensuring development works in harmony with trees, construction work often exerts pressures on existing trees, as do changes in their immediate environment following construction. Root systems, stems and canopies, all need allowance for future movement and growth, and should be taken into account in all proposed works on the scheme through the incorporation of the measures outlined in the British Standard.</p> <p>Natural England's standing advice for veteran trees, states: "Mitigation measures will depend on the development but could include:</p> <ul style="list-style-type: none"> <li>• putting up screening barriers to protect woodland or ancient and veteran trees from dust and pollution</li> <li>• protecting ancient and veteran trees by designing open space around them</li> <li>• identifying and protecting trees that could become ancient and veteran trees in the future</li> <li>• rerouting footpaths</li> <li>• buffer zones"</li> </ul> <p>The standing advice goes on to state that "a buffer zone around an ancient or veteran tree should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5m from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter." The Trust requests that all veteran trees along the route are retained and afforded an appropriate root protection area as outlined in the standing advice.</p> <p>Additional mitigation approaches are also outlined in our Planners' Manual2; these measures would help ensure that the development meets policy requirement and guidance and include:</p> <ul style="list-style-type: none"> <li>• Non-invasive root investigation for ancient trees and protection beyond the limit of the usual investigative tools.</li> <li>• Retaining and enhancing natural habitats around ancient woodland to improve connectivity with the surrounding landscape.</li> <li>• Measures to control noise, dust and other forms of water and airborne pollution.</li> <li>• Sympathetic design and use of appropriate lighting to avoid light pollution.</li> <li>• Introduction of sympathetic management for neglected woodlands or trees.</li> <li>• Woodland restoration – such as in PAWS.</li> <li>• Implementation of an appropriate monitoring plan to ensure that proposed measures are effective over the long term and accompanied by contingencies should any conservation objectives not be met.</li> </ul>	<p>As described in the Environmental Statement, the scheme unavoidably results in the loss of two veteran oaks at Jordans Park Local Wildlife Site (LWS) as they fall within the construction footprint of the eastern carriageway of the scheme. All reasonable efforts have been made to avoid them, taking into account alternatives and other impacts of the scheme (see Environmental Statement Chapter 3 Alternatives, Document Reference 6.2).</p> <p>Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. Environmental Statement Chapter 8 Biodiversity and Appendix 8.24 Ecological Mitigation Strategy - Habitats (Document Reference 6.4) detail a series of measures to reduce pressures on veteran trees retained within the landscape along the scheme and to safeguard areas of mature trees, managed to reduce competition around them, to allow their development into veterans in the future.</p> <p>Measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with experienced arboriculturalist, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</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.</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 Environmental Statement Appendix 8.24 to 8.35 (Document Reference 6.4).</p>	No
257	Woodland Trust		<p><b>Conclusion</b></p> <p>In summary, the Woodland Trust objects to the proposed scheme on the grounds of direct loss and detrimental impact to ancient woods and veteran trees. The Trust finds these proposals in direct contravention of Local and National planning and biodiversity policy (including National Highway's own Biodiversity Action Plan).</p>	<p>The scheme alignment has been designed to avoid this woodland and other ancient woodlands across the scheme, including Saltfield Copse, Every's Copse and Ashill Wood. Bickenhall Lane bridge has been relocated 165m south of the ancient woodland at Bickenhall Wood to avoid direct impacts upon the ancient woodland. Following discussion with Natural England an access track off the Bickenhall Lane bridge</p>	No

Row ID	Organisation	Survey question (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>Veteran trees are irreplaceable, once gone they simply cannot be replaced or replicated.</p> <p>We hope our comments are of use to you; if you wish to discuss any of the points raised by the Woodland Trust, please do not hesitate to get in touch.</p>	<p>has been designed to avoid significant impacts upon the ancient woodland, details of which are provided within the Environmental Statement (Document Reference 6.2).</p> <p>Other areas of existing woodland have been retained or protected where possible or minimised through design. Where these woodlands are located adjacent to construction areas, appropriate buffers would be established (including a 15m buffer between area of works and woodland edge) and fencing utilised to maintain root protection zones as detailed within the Tree Survey and Arboricultural Impact Assessment report as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3).</p> <p>As described in the Environmental Statement, the scheme unavoidably results in the loss of two veteran oaks at Jordans Park LWS as they fall within the construction footprint of the eastern carriageway of the scheme. All reasonable efforts have been made to avoid them, taking into account alternatives and other impacts of the scheme (see Environmental Statement Chapter 3 Alternatives, Document Reference 6.2).</p> <p>Veteran trees are considered irreplaceable habitats and it is therefore not possible to mitigate their loss. Environmental Statement Chapter 8 Biodiversity and Appendix 8.24 Ecological Mitigation Strategy – Habitats (Document Reference 6.4) detail a series of measures to reduce pressures on veteran trees retained within the landscape along the scheme and to safeguard areas of mature trees, managed to reduce competition around them, to allow their development into veterans in the future.</p> <p>Measures proposed include the selective 'veteranisation' of existing semi-mature trees, which would be undertaken in collaboration with an experienced arboriculturalist, and would be utilised in situations such as Jordan's Park and Bickenhall Wood to try and ensure a continuation of the communities of flora and fauna that rely on the unique conditions created by the decay features associated with veteran trees.</p>	

## Appendix 6.1

**Sample copy of letter sent to section 42(1)(d) Persons with an Interest in the Land (PIL)s in advance of targeted consultation (between November 2021 and May 2022)**



XXXX

Kat Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

Our ref:  
TR010061/S42(1)(d)Cat1&2/February  
2022

0300 123 5000

18 February 2022

Dear [XXX]

**A358 Taunton To Southfields Dualling Scheme  
STATUTORY CONSULTATION  
Planning Act 2008 section 42(1)(d) and 44: duty to consult on a proposed application**

I am writing to you regarding National Highways (formerly known as Highways England)<sup>1</sup> proposed A358 Taunton to Southfields Dualling Scheme, which involves upgrading an approximately 8.5 mile (13.6km) section of the A358 between Southfields roundabout on the A303 and the M5 at Taunton, to a high-quality dual carriageway. Once upgraded, the route will reduce congestion, in particular at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended) (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate ('the Inspectorate') who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO in summer 2022.

During the pre-application process, we must<sup>2</sup> consult with people and organisations who have an interest in land. We are sending this letter to you to invite you to look at our consultation materials and provide feedback to us by **Friday 18 March 2022 at 23:59**.

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<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting Highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.

<sup>2</sup> Under sections 42(1)(d) and 44 of the Planning Act 2008, which is why we refer to this consultation as a "statutory consultation"



I am writing to you because we want to obtain your feedback on our proposals. This is particularly important because we understand that you have what we refer to in this letter as an “interest” in land<sup>3</sup> that is proposed to be acquired and / or otherwise used by the scheme.

This could mean you are:

- An owner, lessee, tenant or occupier of this land  
or
- You have another type of interest in this land, or have power to sell and convey it, or to release it

The enclosed plan details where we understand your land is situated in relation to the proposed scheme.

This statutory consultation window is an important opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before we submit our planning application for them. Leaving it later may mean we cannot accommodate issues that you then bring to our attention.

We want to use this consultation to allow you to tell us about the potential impacts that our scheme may have on your land / interest in land. We also want to work with you to identify ways in which the scheme could reduce these impacts as far as reasonably possible. We can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired / used by the scheme will be affected. Please refer to the consultation documents relevant to you personally, as well as the standard consultation documents, and use the contact details provided near the end of this letter to give us your comments.

## Compensation

Whilst you would be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined through separate negotiation, and any disputes will be determined by the Lands Tribunal (Upper Chamber).

We have produced the following guidance about compulsory acquisition and compensation which you can view on [www.highwaysengland.co.uk/a358-taunton-to-southfields](http://www.highwaysengland.co.uk/a358-taunton-to-southfields)

- Your property and National Highways road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase
- Your property and blight

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<sup>3</sup> We refer to “land” throughout this letter, and this extends to property e.g. buildings



## The planning process

Whilst it is National Highways preference to acquire land, or rights over land by voluntary agreement, in order to allow construction and ongoing operation of the scheme, in some cases we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to seek powers to take temporary possession of your land.

To obtain powers of compulsory acquisition / temporary possession and to receive planning consent to build the scheme, we must make an application for a Development Consent Order (DCO) that gives us this planning consent and powers to acquire and possess land. The application will be made to the Planning Inspectorate, who will examine the application. After the examination the Planning Inspectorate make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition / temporary possession powers. We intend to make our application for a DCO in summer 2022.

## Consultation documents

To view the full suite of consultation documents, please visit the project website at [www.highwaysengland.co.uk/a358-taunton-to-southfields](http://www.highwaysengland.co.uk/a358-taunton-to-southfields). These are provided to help you understand the proposals and share your views with us:

- consultation booklet
- public consultation feedback questionnaire
- the PEI Report accompanied by a Non-Technical Summary
- consultation plans

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information Report to help you understand the likely effects of our proposals.

As you have an interest in the affected land, we are using this consultation to develop our understanding of how our proposals impact you and how we could mitigate that. To help you to help us understand this, we are also enclosing more documents in hard copy. Please use or refer to these documents in your consultation response to ensure we know about impacts on your interests, whether they lie within the boundary of the proposed scheme or outside it:

- Land Interest Plan – A plan showing what land we believe you have an interest in (edged red), in relation to the Proposed Scheme Boundary (shaded pink) (titled 'Section 42 Draft Plan for Consultation');
- Scheme Boundary Plans – Plans showing the extent of the proposed scheme (shaded pink); and,
- Land Interest Questionnaire – if you have recently completed and sent us a questionnaire there is no need to do this again.



Any responses to consultation in respect of the scheme should be sent to the following:

- **By email:** [A358TauntontoSouthfields@highwaysengland.co.uk](mailto:A358TauntontoSouthfields@highwaysengland.co.uk)
- **By post:** FREEPOST A358 TAUNTON TO SOUTHFIELDS
- **Online:** by accessing the feedback questionnaire via the dedicated citizen space page [www.highwaysengland.co.uk/a358-taunton-to-southfields](http://www.highwaysengland.co.uk/a358-taunton-to-southfields)

Please send all feedback to us by **23:59 on Friday 18 March 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Kat Liddington".

**Kat Liddington**

**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**

**Email:** [A358TauntontoSouthfields@highwaysengland.co.uk](mailto:A358TauntontoSouthfields@highwaysengland.co.uk)

**Tel:** 0300 123 5000

**Enc.**

- Hard copy of Section 42 Draft Plan(s) for Consultation
- Hard copy of Scheme Boundary Plans
- Hard copy of Land Interest Questionnaire



## **A358 Taunton to Southfields Dualling Scheme Land Interest Questionnaire**

**To:**

**Land Parcel:**

**Dated:**

**Concerning: Land and Property as shown on the attached plan(s)**

*Although National Highways is able to use legal powers including applying for those in the Planning Act 2008 Section 52 to enforce the provision of information about interests in land, we prefer to seek and obtain this information from land owners and occupiers voluntarily before resorting to these methods. We would be grateful for your assistance in this matter, and look forward to receiving your response to this Land Interest Questionnaire as soon as possible*

### **PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE**

*Additional information can be written on the reverse of the relevant sheet*

*National Highways and their agents will process your personal information in this questionnaire in accordance with the General Data Protection Regulation (GDPR), Data Protection Act 2018. The information will be used in order to comply with the legal requirements involved in preparing a Development Consent Order ("DCO") Application in accordance with the Planning Act 2008 and associated legislation. The order is required to authorise the construction and maintenance of the A358 Taunton to Southfields Dualling Scheme. The DCO Application documents will include a Book of Reference and Land Plans, which detail the land required to construct and maintain the scheme. Please note that the DCO Application documents all will be available for public inspection once they have been submitted to the Planning Inspectorate. The information you provide in completing this questionnaire will be used not only to prepare these documents, but also may be used in order to keep you informed about the progress of the scheme and the application.*

**1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s). For example, this could be that you own or lease the property, occupy the property or have a right over the land.**

**Please complete your details:**

- If the interest is in your name, please provide:

Title & Full Name:	
Home Address:	
Telephone:	
E-mail Address:	
Address for service of notices if different to above:	

- If the interest is in a Registered Company or incorporated body, please provide:

Full Name of Company:	
Registered/Principal Office Address and Company Number:	
Telephone:	
E-mail Address:	
Address for service of notices if different to above:	

- If you are an executor, trustee, partner etc, please state the capacity in which your interest is held and any collective name:

E.g. Executor/Trustee/ Partner etc	
---------------------------------------	--

- Please give full names and addresses of all other individuals in a similar position:

Full Name:	
Address:	
Telephone:	
E-mail Address:	

*If necessary please continue on a separate sheet*

**2. Nature of your Tenure concerning property as shown on the attached plan(s):  
(If joint please list other parties in question 16)**

See attached notes (a) to (k)	Single Owner or	Joint Owner (please list other parties in question 16)
(a) Freehold		
(b)(i) Leasehold		
(b)(ii) Tenancy		
(c) Easement/Right (e.g. wayleave, access rights, service rights or rights to light)		
(d) Mortgage		
(e) Rentcharge		
(f) Right of Entry		
(g) Restrictive Covenant		
(h) Licence		
(i) Franchise (e.g. right to hold a market or fair or take tolls)		
(j) Profit à Prendre (e.g. right to remove something: grazing, grass, fish, peat or wood)		

(k) Other (Please state): .....

- Trading Name (if applicable):.....

**3. If the interest in Question 2 is freehold, leasehold or a tenancy, does it include the whole of the property (building and/or land)?**

**Yes / No**

If only part, please describe? .....

.....

.....

**4. If you are not the freeholder, please provide the name and address of the freeholder:**

Full Name:	
Address:	
Telephone:	
E-mail Address:	

- **If you do not pay rent to the freeholder, please provide the name and address of the person to whom rent is paid, e.g. landlord:**

Full Name:	
Address:	
Telephone:	
E-mail Address:	

*If necessary please continue on a separate sheet*

**5. If you are a leaseholder:**

- (i) What is the term of the lease? (if known) .....
- (ii) What date did the lease commence? (if known) .....

**6. If you are a tenant, what is the period of your tenancy?**

**Weekly / Fortnightly / Quarterly / Annual / Other**

If other, please provide details

.....

**7. Does the person or organisation named in Question 1 occupy the premises?****Yes / No**

Please list the names and addresses of **ALL OTHER** occupiers together with the nature of their tenure including all persons aged 18 years and over (or who will be 18 years within the next 6 months).

Full Name:	
Address:	
Telephone:	
Relationship to person / organisation identified in Question 1 above:	
Nature of Tenure (See Question 2 for examples):	
E-mail Address:	

*If necessary please continue on a separate sheet*

**8. Does the person or organisation named in Question 1 enjoy any rights, easements or other legal interest over any adjacent or other property?****Yes / No / Don't Know**

If yes please give details below:

Address of property:	
Nature of interest:	

*If necessary please continue on a separate sheet*

**9. Does anybody in any adjacent or other property enjoy any rights, easements or other legal interest over this property?****Yes / No / Don't Know**

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Nature of interest:	

*If necessary please continue on a separate sheet***10. Is the property subject to any restrictive covenant(s)?****Yes / No / Don't Know**

If yes please give details below:

Details of Restrictive Covenants:	
Land/person having the benefit of the covenant(s):	
Address:	

*If necessary please continue on a separate sheet*



**11. (i) Attached plan: Plan A**

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.
- Please also show any other land over which you consider you have rights of use, enjoy easements or other private rights.
- Please also show the extent of land to which you consider others have rights of use, enjoy easements or other rights over your land.

**(ii) Attached plan: Plan B**

- Please show if you have any other rights of use, enjoy easements or other private rights not already shown on Plan A, over the area shown on Plan B. Please return the amended copy with this questionnaire.

**12. Are there any tenancies or licences in respect of hoardings, poster sites, showcases, vending machines, kiosks, etc****Yes / No**

If yes please give name(s), address(es), type(s) and the nature of the interest:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Type:	
Nature of interest:	

*If necessary please continue on a separate sheet*

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**13. Is the property subject to any mortgage or equitable interest?****Yes / No**

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	
Mortgage Reference:	
E-mail Address:	
Nature of interest:	

*If necessary please continue on a separate sheet***14. Are there any managing or letting agents connected with the property?****Yes / No**

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	
Telephone:	
Type:	

*If necessary please continue on a separate sheet*

**15. Please describe the current use and features of the property (e.g., flats, yard, house, embankment, garden, allotment, works, offices, unoccupied, etc) and postal address:**

Current use and features of the property:	
FULL Postal Address:	

**16. Are there any other individuals or organisations with an interest in the property, not disclosed above?**

**Yes / No**

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Nature of interest (See Question 2 for examples):	

*If necessary please continue on a separate sheet*

---

**17. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?**

**Yes / No**

If yes please provide name(s), address(es) and details of the current situation:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Details of the current situation:	

*If necessary please continue on a separate sheet*

**18. Please supply details of the person to whom any additional enquiries may be directed if necessary:**

Contact Name: ..... Tel No(s): .....

..... E-mail Address: .....

**The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):**

**Name** (please print): .....

**Position:** .....

**Signed:** ..... **Date:** .....

**Tel No.:** ..... **E-mail Address:** .....

**\*\* Please return the completed questionnaire, in the PREPAID envelope provided \*\***

## **NOTES on completing the QUESTIONNAIRE**

*All information provided is governed by the General Data Protection Regulation (GDPR), Data Protection Act 2018. Any information provided will only be used for legitimate purposes.*

**Please use BLOCK CAPITALS throughout.**

**If you need more space, please use the back of the form or another sheet of paper.**

**Where options are provided, please delete or circle as appropriate.**

**Please return the completed questionnaire using the prepaid envelope provided.**

If you require any help with completing the questionnaire please contact:  
Gateley Hamer on 07788 293 304, 07798 691 175, 07759 857 836 or email  
a358project@gateleyhamer.com

### **The Questionnaire**

#### **Question 1**

- a) Please give the full name of the person who, or organisation which has a legal interest in the property.
- b) For Limited Companies, please supply the registered office address and telephone number. Place of registration would normally be 'England and Wales', but may be Scotland, Isle of Man, Jersey, etc.
- c) For other corporate bodies, please supply corporate title, address and telephone number of the principal office.
- d) For individuals and partners, trustees, governors or similar executive positions, please supply full names (including all forenames), home address, telephone numbers and where applicable the collective title of each group or organisation. An additional sheet may be used if required.

#### **Question 2**

- a) If you legally own the land and property outright and do not pay any rent, then you are the freeholder.
- b) If you have an agreement to use or occupy the property for a specific duration, then you probably have a lease or tenancy, e.g. six month, one year, 99 years and 999 years.
- c) If you have a legal right to use another person's land for a particular purpose, e.g. a right to walk through your neighbour's land to gain access to your property, then you have an easement/right. Easements are legal rights which give the legal owner of one piece of land the right to use a defined portion of another person's land. Utilities often get easements that allow them to run pipes or phone lines

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beneath the private property. Other examples of easements may relate to drains, power, or rights of way. In most cases easements deal with land itself, not the landowners, so that when land is bought or sold, the easement which relate to that land go with the land.

- d) If the property is subject to a mortgage you will need to provide details of the lender.
- e) If the property is subject to a rentcharge payable to the rentcharge owner you will need to provide details of the same.
- f) If you have a legal right to take possession of the property which allows you to enter and forfeit the lease for non-payment of rent or breach of covenant, you will have a right of entry or re-entry.
- g) If the property is subject to restrictive covenants, i.e. restriction not to do something on the land, e.g. not to make any alterations or to operate as commercial premises, without obtaining the consent of 'the beneficiary'.
- h) If you have formal permission from the proper authorities to do something it may be classed as a licence, e.g. a licence obtained from an authority to place a sandwich board on a footpath.
- i) A franchise is a privilege granted by the Crown such as a right to hold a market or fair or to take tolls.
- j) A profit a prendre is a right for a person to remove something from the land of another, e.g. grass for grazing, fish, or peat or wood for fuel.
- k) The other types of legal interest in land (including property) might comprise holders of privileges or matrimonial rights. If you are unsure about the nature of your interest, please contact Gateley Hamer on 07788 293 304, 07798 691 175, 07759 857 836 or email [a358project@gateleyhamer.com](mailto:a358project@gateleyhamer.com)

### **Question 8 & 9 & 10**

Refer to notes to Question 2 above.

### **Question 11 (i)**

- a) If no plans have been provided, question 11 can be ignored.
- b) If plans are attached, there should be two copies, showing a pink shaded area in which we understand you may have a legal interest, and an area edged in red showing the area subject to research for the proposed development.
- c) One copy is for your information and retention whilst the other is to be amended and returned to Gateley Hamer if the pink shaded area on the plan is not correct.
- d) Particular attention should be paid to situations such as rights or other benefits which have a different extent to that of the property itself, such as rights to use fire escapes, other accesses or car parks.
- e) One copy of the plan must always be returned.

### **Question 11 (ii)**

Please see (b) above.

### **Question 12**

Please list all tenancies and licences (formal agreement to use or occupy the land).

### **Question 13**

Please list all mortgagees and equitable interests.

**Equitable Interests**

Rights in or over land which fail to qualify as legal rights take effect as equitable interest therefore estates, interests, and charges in or over land which are not legal estates are referred to as equitable interests. Examples of such interest include:

- a) Option to purchase (The right to buy a property at a given price within a specific period of time).
- b) Contract to purchase (A contract the buyer initiates which details the purchase price and conditions of the transaction and is accepted by the seller. Also known as an agreement for sale).
- c) Beneficiary of a trust (A trust is a relationship whereby a party called a trustee holds property, either real or personal, for the benefit of other parties or persons, or for some purpose permitted by law).
- d) Wherever the legal owner(s) of property can be compelled to hold that property for the benefit of the equitable owner(s). Where groups of individuals are concerned, a person may be both a legal and an equitable owner. For example, a man may own a house and hold it for the benefit of himself and his wife (or a wife for her husband).
- e) Legal rights in a property that do not include the right to sell its legal title. This may apply to a mortgage lender.

**Question 16**

If you hold a joint interest in common, please provide details of all other parties.

**Question 18**

- a) Sometimes it is necessary to make further enquiries as a result of new information or changes to the plans for the scheme. Please provide the name and telephone number of the individual(s) whom we should contact.
- b) If a third party (a solicitor, for example) has been instructed to complete this questionnaire on behalf of the person with an interest in the property, please supply written confirmation of that fact.

**\*\* Please return the completed questionnaire, in the PREPAID envelope provided \*\***

## Appendix 6.2

### List of section 42(1)(d) Persons with an Interest in the Land (PIL)s for targeted statutory consultation (between November 2021 and May 2022)



## Introduction:

The below provides a list of PILs that were consulted as part of the targeted statutory consultation(s) held between 22 November 2021 and 24 May 2022. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### **PILs consulted during targeted statutory consultations between November 2021 and May 2022:**

PIL ID 5	PIL ID 17	PIL ID 24	PIL ID 68
PIL ID 70	PIL ID 83	PIL ID 115	PIL ID 121
PIL ID 122	PIL ID 139	PIL ID 145	PIL ID 198
PIL ID 245	PIL ID 246	PIL ID 305	PIL ID 320
PIL ID 428	PIL ID 453	PIL ID 455	PIL ID 473
PIL ID 474	PIL ID 475	PIL ID 476	PIL ID 679
PIL ID 746	PIL ID 753	PIL ID 754	PIL ID 787
PIL ID 838	PIL ID 847	PIL ID 848	PIL ID 849
PIL ID 919	PIL ID 1217	PIL ID 1218	PIL ID 1340
PIL ID 1342	PIL ID 1474	PIL ID 1512	PIL ID 2036
PIL ID 2173	PIL ID 2207	PIL ID 2220	PIL ID 2228
PIL ID 2231	PIL ID 2255	PIL ID 2278	PIL ID 2310
PIL ID 2315	PIL ID 2329	PIL ID 2358	PIL ID 2367
PIL ID 2389	PIL ID 2399	PIL ID 2402	PIL ID 2406
PIL ID 2408	PIL ID 2411	PIL ID 2412	PIL ID 2421
PIL ID 2422	PIL ID 2425	PIL ID 2426	PIL ID 2445
PIL ID 2447	PIL ID 2448	PIL ID 2452	PIL ID 2458
PIL ID 2465	PIL ID 2468	PIL ID 2485	PIL ID 2486
PIL ID 2507	PIL ID 2535	PIL ID 2565	PIL ID 2567
PIL ID 2579	PIL ID 2591	PIL ID 2593	PIL ID 2594
PIL ID 2595	PIL ID 2596	PIL ID 2621	PIL ID 2622
PIL ID 2634	PIL ID 2689	PIL ID 2812	PIL ID 2908
PIL ID 2942	PIL ID 3010	PIL ID 3042	PIL ID 3059
PIL ID 3069	PIL ID 3071	PIL ID 3224	PIL ID 3230
PIL ID 3298	PIL ID 3427	PIL ID 3463	PIL ID 3509
PIL ID 3533	PIL ID 3629	PIL ID 3705	PIL ID 3709
PIL ID 3722	PIL ID 3833	PIL ID 3881	PIL ID 3882
PIL ID 3883	PIL ID 3884	PIL ID 3885	PIL ID 3886
PIL ID 3887	PIL ID 3888	PIL ID 3889	PIL ID 3890
PIL ID 3891	PIL ID 3892	PIL ID 3893	PIL ID 3894
PIL ID 3895	PIL ID 3896	PIL ID 3897	PIL ID 3898
PIL ID 3899	PIL ID 3900	PIL ID 3901	PIL ID 3902
PIL ID 3903	PIL ID 3904	PIL ID 3905	PIL ID 3906
PIL ID 3907	PIL ID 3908	PIL ID 3909	PIL ID 3910

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PIL ID 3911	PIL ID 3912	PIL ID 3913	PIL ID 3914
PIL ID 3915	PIL ID 3916	PIL ID 3917	PIL ID 3918
PIL ID 3919	PIL ID 3920	PIL ID 3921	PIL ID 3922
PIL ID 3923	PIL ID 3924	PIL ID 3925	PIL ID 3926
PIL ID 3927	PIL ID 3928	PIL ID 3929	PIL ID 3930
PIL ID 3931	PIL ID 3932	PIL ID 3933	PIL ID 3934
PIL ID 3935	PIL ID 3936	PIL ID 3937	PIL ID 3938
PIL ID 3939	PIL ID 3940	PIL ID 3941	PIL ID 3942
PIL ID 3943	PIL ID 3944	PIL ID 3945	PIL ID 3946
PIL ID 3947	PIL ID 3948	PIL ID 3949	PIL ID 3950
PIL ID 3951	PIL ID 3952	PIL ID 3953	PIL ID 3954
PIL ID 3955	PIL ID 3956	PIL ID 3957	PIL ID 3958
PIL ID 3959	PIL ID 3960	PIL ID 3961	PIL ID 3962
PIL ID 3963	PIL ID 3964	PIL ID 3965	PIL ID 3966
PIL ID 3967	PIL ID 3968	PIL ID 3969	PIL ID 3970
PIL ID 3971	PIL ID 3972	PIL ID 3973	PIL ID 3974
PIL ID 3975	PIL ID 3976	PIL ID 3977	PIL ID 3978
PIL ID 3979	PIL ID 3980	PIL ID 3981	PIL ID 3982
PIL ID 3983	PIL ID 3984	PIL ID 3985	PIL ID 3986
PIL ID 3987	PIL ID 3988	PIL ID 3989	PIL ID 3990
PIL ID 3991	PIL ID 3992	PIL ID 3993	PIL ID 3994
PIL ID 3995	PIL ID 3996	PIL ID 3997	PIL ID 3998
PIL ID 3999			

## Appendix 6.3

### Summary of matters raised by section 42(1)(d) Persons with an Interest in the Land (PIL)s in response to the targeted consultation (between November 2021 and May 2022)

**Table 6.3 Summary of the matters raised by section 42(1)(d) persons with an interest in land (PIL)s to targeted consultation (November 2021 - May 2022) and the National Highways response**

Row ID	PIL ID	Matters raised in response to targeted consultation (November 21 – May 22) Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	2426	Relating specifically to the residential property at Rossland where I am a tenant, I am astonished that the plans show the creation of a substantial new track for heavy vehicles going right through the front garden of the property and within a few feet of the wall of the residential house, just to service a new drainage pond. There are so many alternatives available across open farmland and fields or along an existing bridleway which would be far more sensible. This will significantly impact and blight the property for no apparent good reason, as well as causing environmental damage to existing wildlife as it will destroy nesting boxes, trees and hedgerows in the garden.	Following responses to the 2021 statutory consultation and design development, the preliminary design was amended to ensure the proposed track would not cross PIL 2426's land. Instead, the access to the attenuation basin is routed parallel to the A358 from Bickenhall Lane. The scheme is therefore not considered to impact on their land.  National Highways have continued to engage with this landowner throughout the process to provide updates on the design development.	Yes
2	2426	Why would the plans choose to ruin a residential property and probably make it unsaleable when easier, cheaper and less damaging alternatives are available to access the field containing the new pond. Why does the pond even need to be in that field, as the next field down next to the river has easier access and would cause less damage?	Following responses to the 2021 statutory consultation and design development, the preliminary design was amended to ensure the proposed track would not cross PIL 2426's land. Instead, the access to the attenuation basin is routed parallel to the A358 from Bickenhall Lane. The scheme is therefore not considered to impact on their land.  The location of the attenuation basin has been determined by the levels which enable surface water collected off the proposed A358 carriageway to flow naturally via drainage pipes and ditches to the attenuation basin and then discharge into the existing watercourse.  National Highways has continued to engage with this landowner throughout the process to provide updates on the design development.	Yes
3	3958	Extra traffic on Staple Fitzpaine Road, which in parts is not suitable for increased traffic, especially at Bridge House and north of Bridge House. It is particularly not suitable for Agricultural traffic and large lorries. This road will be used as a route from Ashill to Taunton for local traffic, and deliveries from the south towards Staple Fitzpaine, and Curland.	Staple Fitzpaine Road is not anticipated to be used as a route from Ashill to Taunton for local traffic. The more direct route for traffic traveling between Ashill and Taunton would be to use the proposed Ashill junction to access the dualled A358, then travel westbound to M5 junction 25 and beyond. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles and therefore it is considered that the A358 would be the favoured route for travelling from Ashill to Taunton rather than via Staple Fitzpaine Road and other local road routes.  Staple Fitzpaine Road is forecast to have no significant change in traffic flow with the scheme in place.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
4	3958	Increased noise from the new A358, especially at night.	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
5	3958	The new A358 will be visible from Battens Green Farm making an impact on the view to the north and east. Trees and banking will mitigate this and will help with noise prevention.	The proposed A358 eastbound carriageway will be on the northern side of the existing carriageway (the opposite side to Battens Green Farm). A belt of native woodland planting is proposed along the edge of the existing carriageway which will help to screen this from Battens Green Farm.  Environmental Statement Chapter 7, Landscape and visual effects (Document Reference 6.2), considers this location through assessment of the impacts on representative viewpoints 30 and 32. For both viewpoints the effects are judged to be slight adverse at year 1 winter, reducing to neutral by year 15 summer. Proposed environmental mitigation measures are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3), and along this section of	No

Row ID	PIL ID	Matters raised in response to targeted consultation (November 21 – May 22) Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			the scheme proposals include hedgerows with trees, linear blocks of planting along the southern side of the scheme, grading out of earthworks for Bickenhall Lane overbridge and hedgerow improvements (which may include filling in any gaps and additional tree planting) along existing field boundaries away from the scheme.	
6	3939	It should be advantageous for the [Kennels & Stables] to be in a dead-end lane once the new A358 is built. However, while the development is being carried out, Greenway Lane will probably handle much more heavy traffic. Caution will be needed by drivers of large machines, lorries etc as hounds and horses may be on the road at various time during the working day due to the need for exercising both hounds & horses. Please ensure that drivers of plant machinery are made aware of this, and due caution is used.	National Highways have met with this landowner to discuss the scheme and the impacts it will have. The exact phasing of the construction works is yet to be determined but details of this will be made available once they are ready. Members of the construction team, including those driving plant machinery will be made aware of the hazards in different locations.  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
7	3939	Increased noise from the new A358, especially at night, will be unsettling for hounds and staff. Noise mitigation necessary.	There is no noise barrier proposed at this location, however low noise surfacing will be proposed across the entire route which will assist in reducing the noise levels.  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
8	3939	A drainage ditch was shown on the original plans of Plot [U00026], crossing across the field. This is not shown on the plans received for this consultation. This field is used for turnout of horses and a ditch could be dangerous for horses. Any drainage channels must be below ground level and backfilled safely.	This plot is outside of the scheme boundary. There are no proposals for any works in this plot.	No
9	3883	The latest proposals by National Highways are disappointing, given our attempts to work collaboratively over the years, but we appreciate that factors of cost/value have been the driver for the scheme in its latest form. The proposals will not maximise opportunities for future growth potential in this part of Somerset and in our view have too narrow a focus. Having said that, we recognise the need make the most of the position and as such request that proper consideration is given to the landowners' interests and attempts are made to work pro-actively and engagingly to ensure that future development is not unduly prejudiced through poor design and constraining opportunity.	National Highways acknowledges the range of views expressed relating to engagement taken place in relation to the scheme.  Following the letter received, several meetings have taken place throughout the development of the scheme and National Highways have taken onboard feedback especially around the mitigation design and have incorporated some changes as appropriate at their request. Responses to matters raised are provided to each point in the subsequent pages.	N/A
10	3883	PIL 3883 have been in discussion with National Highways (NH) (previously Highways England) on this site since 2015 and have a record of our various meetings and discussions. It was therefore regrettable that when we met with project members on the 28 <sup>th</sup> October 2021 ahead of your November 2021 consultation that they were unaware of our land interests, nor any record of our involvement with NH to date. Most recently PIL 3883 submitted a response to the November 2021.	National Highways acknowledges the comment. Several meetings have taken place since 28 October 2021 with PIL 3883, the last one being 25 April 2023.	N/A
11	3883	PIL 3883 are promoting 'Haydons Green,' a Strategic Urban Extension to the east of Junction 25 of the M5, complementing and adjoining the permitted Nexus 25 strategic employment site. The land at Haydons Green has been recognised in the Council's emerging evidence base within their most recent SHLAA as having development	National Highways acknowledge that PIL 3883 have promoted Haydons Green through the Somerset West and Taunton, Call for Sites (December 2019) and Issues and Options Local Plan Consultation (2020). The timetable for the Draft Plan (Regulation 19) is currently under review. The site is not allocated for development in the adopted Local Plan and any future planning application for development at Haydons Green will be determined by the local planning authority, Somerset Council	N/A

Row ID	PIL ID	Matters raised in response to targeted consultation (November 21 – May 22) Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		potential and therefore should be considered an appropriate site to facilitate the future housing growth to Taunton.	(formerly Somerset West and Taunton). National Highways continues to monitor the planning status of Haydons Green and remains committed to engaging with PIL 3883 as appropriate throughout the design development of scheme.  It is not considered that the proposals would result in an impediment to the delivery of the Local Plan. Support for the delivery of the A358 Taunton to Southfields Scheme to unlock strategic growth in the county is also set out in the Case for the Scheme (Document Reference 7.1).	
12	3883	We have engaged and made representations to previous A358 consultations and are yet to be convinced of the merits of the chosen realignment route, and the justification for discounting others – aside from the stated budgetary savings. Indeed, the chosen route was not even part of the Options consultation.	The Preferred Route Announcement made in June 2019 was made considering 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
13	3883	With regards the current proposals PIL 3883 would request that they are revisited to ensure that as far as reasonably possible that they minimise the sterilisation and impact on the land and allow Haydons Green to realise its full potential to integrate well with this sector of Taunton and adjacent villages.  As stated in our November submission there are mutual benefits of a collaborative approach to the design of this part of the realignment, to include – providing environmental betterment, safeguarding future development parcels, and avoiding unnecessary acquisition of surplus land, thus maximising the cost benefit to the public purse.	National Highways acknowledges the range of views expressed relating to engagement taken place in relation to the scheme.  Following the letter received, several meetings have taken place throughout the development of the scheme and National Highways have taken onboard feedback especially around the mitigation design and have incorporated some changes as appropriate at their request.	N/A
14	3883	In re-evaluating the scheme it is considered that a 'grade separated' or other junction designs should be considered – both in the context of Haydon Green, and the wider aspirations for a southern link to the M5 which we understand from the project team is not formally off the table. It must surely be sensible long-term planning to at keep future road options in mind.	The scheme as presented at the 2021 statutory consultation included enlarging the existing Nexus 25 roundabout due to the new A358 connection and to provide adequate capacity for the predicted traffic flows. Following further traffic modelling and design development, a signalised junction to replace the Nexus 25 roundabout is now proposed, as presented at the 2022 supplementary consultation. This change was made to facilitate the inclusion of a safe crossing point for walkers and cyclists across the A358, and to improve the flow of traffic between this junction and M5 junction 25. Operational modelling has been undertaken to understand what the most appropriate form of junction is to accommodate the traffic flows with the scheme while also meeting the objectives of providing a safe crossing point for walkers and cyclists. A signalised junction allows both safe crossings while also operating within capacity in the design year of 2046. The walking and cycling tracks that connect M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ride site would all be retained.	No
15	3883	I trust that both the above points and our previous consultation responses will be given due consideration by NH when considering their stated scheme objectives – which include facilitating the growth of housing and employment. Looking forward, PIL 3883 would welcome a technical meeting with your respective Highways, Hydrology and Ecology teams to further explore a joint approach to delivering Haydons Green as the 'gateway to Taunton' alongside the aspirations for the wider A358 realignment	National Highways welcomes PIL 3883 for their comments and ensures that regard has been had to responses raised at each round of consultation. National Highways have met with PIL 3883 on several occasions in advance of DCO submission.	N/A
16	2425	PIL ID 2425 strongly disagrees to the highways proposal in respect of its impact on the land.  Firstly, it is ludicrous that a track needs to be built across the front garden of a residential property passing within feet of the house when there are plenty of other viable and more sensible alternatives: there is an existing bridleway running adjacent to the residential property and the land is surrounded by open farmland and fields on which it would be easier and far more cost effective to construct the proposed access track. This plan appears to have been created without assessing the other options otherwise there would be no reason for the proposal to cross residential land extremely close to the	Following responses to the 2021 statutory consultation and design development, the preliminary design was amended to ensure the proposed track would not cross PIL 2425 land. Instead, the access to the attenuation basin is routed parallel to the A358 from Bickenhall Lane. The scheme is therefore not considered to impact on their land.  National Highways have continued to engage with this landowner throughout the process to provide updates on the design development.	Yes

Row ID	PIL ID	Matters raised in response to targeted consultation (November 21 – May 22) Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
		house rather than open fields. The proposals completely fail to utilise other more direct and logical infrastructure.		
17	2425	Secondly, there will be a significant environmental impact by constructing a track through a rural residential garden. The garden contains wooded areas and a stream and is home to lots of different wildlife, such as hedgehogs, dormice, woodpeckers, owls etc and disrupting this will be significantly detrimental to the ecological value of the garden and surrounding area. The environmental surveys carried out by Highways England suggest a care for nature that is clearly not present in this proposal as disrupting the varied wildlife in a garden significantly reduces its ecological value.	<p>Following responses to the 2021 statutory consultation and design development, the preliminary design was amended to ensure the proposed track would not cross PIL 2425 land. Instead, the access to the attenuation basin is routed parallel to the A358 from Bickenhall Lane. The scheme is therefore not considered to impact on their land.</p> <p>National Highways have continued to engage with this landowner throughout the process to provide updates on the design development.</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; see appendices 8.24 – 8.35 of the Environmental Statement (Document Reference 6.4) and Chapter 8 Biodiversity (Document Reference 6.2) for further details.</p>	Yes
18	2425	Furthermore, as shown on the maps enclosed with the questionnaire, there is plenty of land on which to construct this track and also to access the ponds directly from other roads across open fields without crossing residential land, therefore I cannot understand why this course of action has been chosen.	<p>Following responses to the 2021 statutory consultation and design development, the preliminary design was amended to ensure the proposed track would not cross PIL 2425 land. Instead, the access to the attenuation basin is routed parallel to the A358 from Bickenhall Lane. The scheme is therefore not considered to impact on their land.</p> <p>National Highways have continued to engage with this landowner throughout the process to provide updates on the design development.</p>	Yes
19	2572	To address the issue of traffic congestion an upgrade to Southfields roundabout would significantly reduce congestion without the need for an expressway style road	<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). 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 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
20	2572	Concerned that the lack of access for local villages to the A358 will cause excess traffic and develop rat runs, particularly through Hatch Beauchamp	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although 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>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every two</p>	No

Appendix Table 6.3 Summary of the matters raised by section 42(1)(d) persons with an interest in land (PIL)s to targeted consultation (November 21 - May 22) and the National Highways response

Row ID	PIL ID	Matters raised in response to targeted consultation (November 21 – May 22) Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes to the A358 changed by the scheme, and therefore are people local to the villages being affected.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
21	2572	We would welcome assurance that speed limits past houses would be reduced significantly to 20mph on the alternative routes to access the A358	<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 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>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 methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The proposed speed limits for local roads where a change in speed limit is proposed as part of the mitigation proposals are shown on the Traffic Regulation Measures – Speed Limits, plans (Document Reference 2.6a).</p>	No
22	2572	Any lighting on the road would be detrimental to dark skies and current wildlife – particularly the bat population that includes some rare species. Request to maintain the dark skies	<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.</p> <p>Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2).</p> <p>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>Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England. In relation to bats, refer to Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2) and Ecological Mitigation Strategy – Bats, Appendix 8.27 (Document Reference 6.4) for further details.</p>	No
23	2572	Addition of 'quiet' tarmac and adequate screening along the route to mitigate extra traffic noise pollution	<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.</p> <p>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>	No



## Appendix 6.4

# Summary of additional matters raised by Parish Councils following 2021 statutory consultation and National Highways response

**Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response**

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
1	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Air Pollution	No mention is made in this section of the recent change in World Health Organisation WHO guidelines for particulates and nitrogen dioxide. The WHO have concluded that there are no safe levels of these pollutants and has cut its guideline levels significantly, which are now a quarter of the UK's legal limits for nitrogen dioxide and one fifth the UK's limit for PM2.5s.  While these are not legal limits, they are important and should be mentioned and the impact of the road assessed against them as they are a better measure of impact on human health.	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 Chapter 5 Air quality of the Environmental Statement (Document Reference 6.2) submitted with the DCO application. 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 (AQMA) at Henlade.  The World Health Organisation Global Air Quality guidelines are not currently part of UK legislation or policy requirements. The air quality assessment undertaken by National Highways, as reported in the Environmental Statement Chapter 5 Air quality (Document Reference 6.2), remains in accordance with current legislation in compliance with policy such as the National Policy Statement for National Networks.	N/A
2	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Air Pollution	It is also of concern that virtually no monitoring has been done, or is proposed, along most of the A358 or the local road network nearby. Most of the air pollution monitoring points are along the M5 or in Taunton. There are only 5 monitoring points along the existing A358 and these all lie within not much more than 1km from the M5, with point 62 being the furthest east.	Monitoring sites used to determine existing air quality are located on the scheme affected road network including the A358 / local road network. As agreed with the Local Authorities, no further monitoring was required as suitable baseline data is available from existing monitoring sites which can be used to support model verification. Further information on the monitoring sites and associated verification process can be found in the Environmental Statement Chapter 5 Air quality (Document Reference 6.2).	N/A
3	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	Many major controversial issues raised by Parish Councils during the 2021 Community Forums were excluded from the Consultation. The word Expressway was not used at all in any consultation material; rather the term 'high quality dual carriageway' was used. This is misleading as this is the same description given to the Sparkford to Ilchester scheme, a standard dual carriageway permitting at-grade left-in, left-out junctions at West Camel and Downhead. Similar junctions have been excluded from the A358 scheme. No evidence was provided that an Expressway is the most appropriate standard to be applied nor any comparison made in terms of performance, cost and environmental impact to the scheme designed to a trunk road design standard. Traffic analysis provided did not present the worst-case scenario of peak holiday traffic thereby obscuring the inability of the scheme to resolve one of its major objectives. The public were also denied the opportunity to assess the Parish Mitigation Proposals as National Highways excluded them from all statutory consultation material, including DCO preparatory documents like the Preliminary Environmental Impact Report (PEI Report), and any reference to or detail of the parishes' mitigation proposals.	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.  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.  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.	N/A

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>There is no requirement to design to peak holiday traffic as this would lead to disproportionate designs. However, traffic modelling of appropriate scenarios has been undertaken in accordance with UK Government Transport Analysis Guidance, see the Combined Modelling and Appraisal Report (Document Reference 7.4) for more information.</p> <p>Engagement with the Parish Councils has been ongoing, including consideration of suggested alternatives, and requests to share information. Sections 2.5 and 6.2 of the Consultation Report (Document Reference 5.1) provide more information. National Highways were not able to accommodate requests to display alternative proposals submitted by a group of parish councils as part of the statutory consultation exercise. National Highways considers it not to be appropriate to display or consult on materials prepared by third parties that suggest alternatives to the proposals being consulted upon. National Highways has properly considered suggested alternatives through design development and consultations, as is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2).</p>	
4	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The consultation provided no detailed information on the impact of the scheme on those communities adjacent to the road. This is a requirement of DMRB GG 104 that arises from statutory legislation (Section 3(1), Health and Safety at Work etc. Act 1974).	<p>An assessment against DMRB GG104 has been undertaken for aspects of the design included within the DCO submission and any departures from standards. National Highways has also been engaging closely with Somerset Council as the local highway authority for advice and comment on the local road network. During this stage of scheme development, National Highways and Somerset Council have jointly developed a Local Roads Strategy (LRS) and Local Roads Assessment (LRA) for the scheme. The LRS assesses suitable design methodologies and standards for those parts of the local roads network affected by the scheme while the LRA identifies risk and proposed mitigation. Further details on the process of developing mitigation measures on the local road network are included within the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Furthermore, Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on the local community including impacts on people, health, and businesses.</p>	N/A
5	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	<p>At the start of the consultation, there was concern at the large scale of the proposed dualling, showing huge grassed/landscaped central reservations throughout the route. At a webinar on 21 October, NH asserted that such central reservations were standard and could be found along the M5. An attendee disputed that claim, stating that in fact there were concrete blocks separating opposite flowing traffic. You promised to send links pinpointing the locations demonstrating the large landscaped central reservations. After a week NH was chased for the information. Eventually, on 18 November, 28 days after the initial commitment, you eventually responded:</p> <p><i>Firstly, regarding central reservations, we are proposing to install a concrete safety barrier in the central reserve of the dual carriageway as part of our design for the scheme.</i></p> <p>This contradicts what was said during the webinar and more importantly means that the video flythrough, one of NH's major promotional tools for the scheme, was misleading. It is inappropriate and unhelpful to change such a fundamental design feature less than a week before the end of the consultation. The video fly through also showed the scheme with fully matured</p>	<p>National Highways apologise for any confusion caused by the flythrough visualisation. The flythrough video is based upon design data available at the time of production for the statutory consultation. The video is an artist's impression of what the route could look like. Certain design features of the completed scheme may differ to those shown.</p>	N/A

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			planting something that will take decades to achieve and so won't be representative of what most people will see in their lifetime.		
6	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	No equivalent fly-through or representation was provided to show the route during the hours of darkness showing the lighting proposed.	The flythrough video is based upon design data available at the time of production for the statutory consultation. The video is an artist's impression of what the route could look like. Certain design features of the completed scheme may differ to those shown. National Highways did not consider it necessary to reproduce the representation for variations in lighting conditions.	N/A
7	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The consultation placed its traffic analysis in a separate document named A358 Technical Traffic Note. From the four Community Forums, NH knew that there was considerable local interest in the impact of the scheme on the local villages, the local rural network and local connectivity to, from and over the proposed route. The latter could be seen via large display boards, but no similar displays were provided for the impact on local villages and local rural network. This made it particularly difficult for villagers to assess the merits of the scheme against the demerits and relate these to their own circumstances.	The information presented at the 2021 statutory consultation provided an overview of where the scheme is forecast to lead to increases in traffic flows. National Highways provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team. The traffic model was updated to reflect changes proposed for the 2022 supplementary consultation, working closely with Somerset Council. Taking into account feedback from statutory consultation, National Highways created two new traffic interactive webmaps to help visualise how traffic patterns would affect traffic flows and a range of typical day-to-day journeys in the expected opening year of the scheme. Members of the public could select the particular area or route of interest to them, and zoom into the detail. These webmaps, along with an updated Technical Traffic Note, were available via the scheme webpage and at the three in-person public events.	N/A
8	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The information regarding local villages and the local rural network was contained in a poorly presented schematic map, Figure 9.1. The chosen colours – shades of pink and shades of green made it very hard to interpret modelled traffic flows. Figure 9.1 covered a large area and no blow-ups were available to zoom in on traffic flows through villages adjacent to the scheme and to identify which would experience the greatest change in traffic. The accompanying text was very generalised and gave no detailed information on known local concerns.		N/A
9	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	NH did not provide details on proposed speeds and it is worrying that SCC are assuming that in some areas e.g. Village Road flyover, the speed will be 100kph. Without important information such as this, it is difficult for people to make sense of the proposals and to form an informed view on them.	Proposed design speeds and speed limits of local roads have been discussed and agreed with Somerset Council as the local highway authority. Most of the existing local roads in the vicinity of the scheme are derestricted at National Speed Limit, but the rural context and geometrical restrictions help control vehicle speeds. Where works to local roads are proposed, National Highways are working with Somerset Council to ensure these are in keeping with the existing context and avoiding urbanisation and sign clutter.	N/A
10	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	Modelling was based on Google maps as demonstrated when your designers met with a householder during the consultation period and were surprised by the actual dimensions of the dualling so much so that they questioned the viability of a link road between Capland and Village Road. <i>Resident 14 - ... they all looked absolutely panicked by actually measuring it out. ... one of the designers, said it was really useful as he felt he understood the impact of trying to also add in a link road in such a tight space. Other designers had remarked how different things had looked when they went on site visits.</i> Such incidents undermine the confidence consultees can have in the information with which they are provided. This points to poor planning and preparation, no doubt made worse by the rush to get	National Highways is unaware of the incident but seeks to provide reassurance in confirming that traffic model inputs are based on digital data and mapping information, supplemented by in person observation through site visits. Members of the project team, including traffic modelling specialists and highway designers, work collaboratively to inform design development, and have conducted site visits by car and foot to evaluate conditions and constraints on the local road network and help inform their design and assessment work.	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			the consultation done. In a Teams meeting in June when asked whether or not NH had actually been to villages along the route, your chief traffic modeller claimed they could not visit due to Covid. However, by June people could travel for work purposes and travelling on your own in a car would have been the perfectly possible.		
11	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The consultation documents were incomplete as we know that there were 4 design options for the Bickenhall flyover (various landowners were presented with them), yet only 2 were ever presented during consultation. Furthermore, NH went on to claim to a landowner that the Parish Councils preferred option 3 over option 4 but failed to mention that only 2 options were ever presented to them.	Design development work involved option identification, appraisal and refinement. In this case, a range of vehicular and pedestrian provision options were considered, which included non-statutory engagement with landowners to help inform design development work as appropriate. Where options were not considered feasible, they were not progressed to public consultation. National Highways presented appropriate options for statutory consultation for feedback.	N/A
12	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	<p>Among the consultation documents, as well as the webinars, false or misleading claims were made. For example, the claim the dualling would achieve traffic travelling at a mile-a-minute, or that the A378 would be able to connect to the A358 when in fact it already does. In relation to the mile a minute claim, you admitted both in a webinar as well as in a one-to-one meeting that this claim was not achievable as traffic would need to slow down at either end. You highlighted the positive health outcome in North Curry and Stoke St Gregory, two villages well connected to the A378 some 3-5 miles distant, while ignoring the adverse impact on Hatch Beauchamp, Ashill, Broadway, Ilton and Horton, which adjoin the scheme. Again, you were attempting to cast a favourable light on this project and in doing so were misleading the public as to its true impacts.</p> <p><i>Resident 15 - We haven't had any reassurance or specific information around sound barriers or noise pollution or actual pollution or wildlife relocation plans or hedgerow destruction etc. and it doesn't feel as if they even have a plan to counteract the huge loss of trees in their plans.</i></p> <p><i>Resident 16 - We were never informed about the option schemes despite it proposing under option 1 [for Capland Link road] to purchase land off us and [next door]. We only found that out at the public event and then couldn't get our 1 to 1 booked for another 2-3 weeks due to half term and the team then getting covid. So it just feels like enough time wasn't allowed for and this will lead to a poorer process.</i></p> <p><i>Resident 17 - We have had them lie to us over the reasoning of why the lanes have to be closer to our homes, first it was ancient woodland, then it was road layout, and then it was method of construction. So, it's very clear they'll say whatever they have to in order to avoid scrutiny.</i></p>	<p>National Highways has not sought to mislead any individual or organisation. The consultation documents including the Preliminary Environmental Information (PEI) Report presented balanced information based on the information and level of assessment available and appropriate at the time.</p> <p>A number of documents were made available in addition to the PEI Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included a non-technical summary of the PEI Report, the consultation booklet and a Technical Traffic Note. These were provided to ensure that people could view and engage with as many of the materials as possible during the 2021 statutory consultation period, at different levels of expertise and/or interest. The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible.</p> <p>National Highways also provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.</p> <p>Engagement has also sought to address any specific queries, and there may be a number of different reasons to explain a particular impact. All reasonable efforts have been made to help ensure queries have been sufficiently considered and addressed.</p> <p>The Environmental Statement in support of the DCO application provides a full environmental impact assessment (EIA) that has responded to comments on the PEI Report, and has been undertaken in accordance with the Design Manual for Roads and Bridges and the EIA Regulations. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) includes further detail on the assessment of population and human health, which residents may find helpful given the concerns expressed in this response.</p>	No

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				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.	
13	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	Except for the clear benefits of a Henlade bypass, conclusions reporting the scheme benefits on local communities were weak and subjective using phrases 'likely slight beneficial', 'considered to lead to slight beneficial effect', 'improving the perception of connectivity'. The consultation should not have used subjective analysis as a means of painting a positive picture of the scheme.	The terms being expressed in the consultation documents relate to the environmental assessment as set out in the PEI Report, in accordance with relevant guidance and standards. Terminology was consistent with the guidance and standards, and in accordance with Environmental Impact Assessment Regulations.  The beneficial and adverse effects of the scheme during construction and operation on the local community (and businesses) are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).  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.	N/A
14	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The Technical Note does not reveal what analysis underpinned the detailed review, so it is not possible to determine if an appropriate range of factors was used nor whether appropriate weight was given to those factors. Added to this, there was no engagement with either the local highway authority or local communities to assist with determining which routes should be included in the model.	National Highways has liaised with Somerset Council as the local highway authority throughout the design stage to agree details such as the extent of the local road network that should be included in the traffic model. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
15	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation content	The conclusion in Chapter 12 concludes that "At a population level, the health outcome is likely to be neutral across all wards except for North Curry and Stoke St Gregory, which is positive." It is difficult to understand how this can be the case when Figure 11.5 Operational Noise Significantly Affected Receptors clearly shows North Curry heavily affected by noise, so the above statement is highly misleading particularly as the number of properties with direct permanent significant adverse effects are nearly four times those with direct permanent significant beneficial effects. Furthermore, this is an area not covered by your other noise contour maps and therefore hides information and misleads the public. Another claim is that there will be "improved accessibility from the overall reduction in the number of vehicles passing through communities" yet this does not tally with the increases in noise due to increases in traffic this scheme will generate as per Figure 11.5. In addition, Appendix 11.4 show predicted noise levels in table form which demonstrates that there are lots of properties in North Curry where noise will increase, meaning there are 2 sources saying this thereby contradicting your commentary and the bit most people will see.	The health assessment 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 noise (or indeed any impact), but this is balanced against changes for all properties within the ward.  Within the Environmental Statement Chapter 12 Population and human health (Document Reference 6.2), distinction has been made on this point 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.  Henlade was mistakenly placed in North Curry and Stoke St Gregory ward in the PEI Report at the time of statutory consultation. This has now been updated in the Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) to Blackdown & Neroche ward. The conclusion is at a population level, and the health outcome is identified as neutral across all wards, except for the ward of South Petherton & Islemoor which is identified as positive during operation. It should	N/A

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>be noted that ward boundaries and names changed in April 2023 and the ES reflects these changes.</p> <p>The PEI Report assessment was based on traffic information available at that time, which highlighted potential noise impacts in North Curry. DMRB LA 111 requires a study area of 600m from the scheme plus any roads by-passed by the scheme. This is described as the 'detailed calculation area' in the Environmental Statement (Document Reference 6.2) as it includes all road noise sources within that area and hence is suitable for producing noise contours.</p> <p>For roads outside of this area where a 1dB change is indicated by traffic flow changes on local roads, a study area of 50m, is prescribed. For these road links, noise impacts are based solely on the immediately adjacent local road, hence it is not appropriate to produce noise contours. Based on the latest traffic data, no properties (including those properties in North Curry) are predicted to experience indirect adverse effects as a result of indirect traffic changes. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).</p>	
16	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Documents	COP has evidence that when people requested hard copy documents there was significant delay in those being received. There are instances of letters being dated 11 October but not being received until 27 October, over two weeks into the consultation. Advance notice of the consultation would have allowed NH to have taken orders for consultation materials ahead of the start to allow them to be shipped to arrive at the start of the consultation.	<p>National Highways informed parishes and local communities of the general timing of consultation activities during Community Forum events and parish council and members briefing sessions. Details are provided in Chapters 2 and 6 of the Consultation Report (Document Reference 5.1).</p> <p>National Highways advertised the consultation period widely in the local press in addition to engagement with stakeholders, as set out in the Statement of Community Consultation (Document Reference 5.1, Appendix 4.4).</p> <p>Publicity began two weeks in advance of consultation and included a combination of more than 5,000 postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications, press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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. There were more 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted with adequate time for people to prepare for consultation.</p> <p>As stated by the respondent, letters were dated 11 October. These would refer to pre-orders, which were collated and sent out on 11 October, the day before the launch of consultation. Packages were sent via Royal Mail 1st Class Post.</p>	N/A
17	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish	Consultation Documents	There was a lack of attention to detail as demonstrated throughout the document with constant references to Highways England instead of National Highways and cover sheets to PEI Report hard copies were labelled PIE Report.	A note was added to the front of the PEI Report to acknowledge the name change from Highways England to National Highways, which coincided with the consultation. To avoid unnecessary cost and delay, the name change was not made across documents which had started to be written before the name change.	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council			Furthermore, the terms are interchangeable. The name change to National Highways is evidenced in the DCO application documents. For front covers for all PEI Report documents, including individual chapters, appendices and figures, the title was written in full.	
18	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Documents	Some information was not easily accessible e.g. elevation information of flyovers necessitated trawling through pages of documents plus photo montages were non-existent. "Resident 6 - We also felt that the information we received via post was very unclear for the average lay person to understand and would potentially put people off trying to get their point across. We have been asked by neighbours around us to explain bits or help them find the relevant documents so it wasn't just us. There were no landmarks to help see where it actually was. It wasn't clear what was the current route and what was the proposed route. Resident 7 - The maps and consultation booklet are faulty as they show stocks lane floods in two places when it floods in three. Resident 8 - The maps did not show elevations etc."	A number of documents were made available in addition to the PEI Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included a non-technical summary of the PEI Report, the consultation booklet, and a Technical Traffic Note.  These were provided to ensure that people could view and engage with as many of the materials as possible during the 2021 statutory consultation period, at different levels of expertise and/or interest.  The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible.  National Highways also provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.	N/A
19	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Documents	The complexity of the paper and online questionnaire discouraged responses from individuals. Furthermore, even relatively tech-savvy users found the non-Word format of the questionnaire difficult to use. The complexity of the online Questionnaire discouraged responses from individuals. The only alternative was to download a blank Questionnaire in a pdf format, which is not usable in most text editors. NH should have provided a blank Questionnaire in Word format, which is in common usage with many text editors.	National Highways ensured that a variety of response mechanisms were available, including email and freepost, to ensure that technical issues did not prevent anyone from providing their feedback. Consultees were not restricted to using the questionnaire to provide feedback. All response methods were promoted on consultation materials.  The consultation feedback questionnaire was designed to gather feedback from local people and communities. The questionnaire also included open-ended questions to allow people to feedback on specific elements of the route, the entire design and any other additional comments. It also included 'don't know' options so that people did not feel that they needed to answer any questions that were not relevant to them. People could engage with hard copies or online copies to help provide choice. More than 900 responses to consultation were received using the variety of response mechanisms that National Highways ensured were available, including the online questionnaire, email and freepost, demonstrating that consultation was accessible and that technical issues did not prevent respondents from providing their feedback.	N/A
20	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council,	Consultation Duration	Well before the start of the consultation COP tried to engage with National Highways over various aspects of the forthcoming consultation. As early as 6 July, at a meeting in person, NH stated that it was only obliged to run the consultation for only 28 days, which COP said would be totally inadequate to give people sufficient time to read all the materials and come to an informed opinion. In an email to yourselves on 13 August COP emphasised that a much longer period would be more appropriate and that it was 'in your gift to defer deadlines'.	National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report (Document Reference 5.1), the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response



Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Corfe Parish Council, Neroche Parish Council, Ilminster Town Council				
21	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Duration	It is telling that when COP sent NH a 6-page document about various concerns it had with the scheme, you took over 9 weeks to respond. Yet when NH wanted responses from the community on an issue of great complexity you were not prepared to give parish councils sufficient time to ensure that as many people as possible were able to have their say. On issues of this scale and complexity most parishioners leave it to the Parish Council to represent their views, although Councils don't do that in isolation and need adequate time to canvass and consider villagers' views and provide feedback.	National Highways has undertaken a multi-stage approach to consultation on both a statutory and non-statutory basis, and as such has engaged with parish councils (and beyond) throughout the development of the preliminary design of the project. The 2021 statutory consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects which is 28 days. As detailed in the Consultation Report (Document Reference 5.1), National Highways provided adequate time for people to prepare for and respond to consultation exercises.  National Highways assessed all of the alternative proposals submitted by the Community of Parish Councils by putting them through an 'optioneering' process to assess their viability. The results of this optioneering process were shared with the Community of Parish Councils in September 2021. Some of their proposals were incorporated into the preliminary design proposals that were put forward for statutory consultation. This is detailed in the Consultation Report (Document Reference 5.1).	N/A
22	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Duration	The length of time offered for consultation responses failed to take account of parish councillors' personal commitments and the conjunction with other important parish business unrelated to the NH proposals. For these reasons, reading/analysis time was likely to be in short supply. Parish Councils also wished to co-ordinate responses to the Consultation to reflect their overlapping concerns. This involved detailed discussions, joint meetings and the iteration of a text which reflected a Community of Parishes response. This all takes time and as a result the 6-week consultancy period was unreasonably short.	The 2021 statutory consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects which is 28 days. National Highways advertised the dates for the 2021 statutory consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report (Document Reference 5.1). National Highways consider this provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.	N/A
23	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation timing	Part of the NH consultation was run during a time that involved half term for schools. Therefore, many households would have had more constraints on their time as well as possibly taking a holiday during that period.	The 2021 statutory consultation period for this project lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects which is 28 days. This extended period took into account the school holidays with 34 of the 41 days outside of the school holidays. Furthermore, events and webinars were scheduled to avoid school holidays.	N/A
24	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation timing	For rural villages, the village hall is a hub and focus for numerous events, so its calendar is often booked up weeks in advance. Particularly in the run up to Christmas, halls had block bookings for pantomime rehearsals and other festive events, so parishes were left with few options for holding village meetings to consider the proposals.	Lockdown restrictions due to COVID-19 had been introduced more than 18 months prior to the launch of statutory consultation. All organisations, including parish councils had to adapt ways of working, which included holding meetings virtually during periods of lockdown over this time period. A physical venue should not have precluded discussions on the proposals.	N/A
25	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council,	Consultation timing	It is regrettable that in planning its consultation, NH also failed to take sufficient account of the impact to be expected by the Covid pandemic. As it happened, the West Country experienced the greatest surge in Covid cases in England in the run up to, and	National Highways held three in-person events during the consultation period to allow people to engage with the project and speak with members of the project team. All three events included	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council		during, the consultation. In fact, there is at least one instance of the cancellation of a meeting due to your team contracting Covid. Furthermore, we understand that the senior project manager was absent for at least half of the consultation due to contracting Covid. The existence of, and the increase in, the Covid pandemic should have influenced NH's calculations about how to consult and for how long.	<p>a wide range of opening times including across a standard working day, evenings and weekends.</p> <p>When deciding where and how to run the in-person events during the consultation, taking any COVID-19 regulations into account, we needed to strike a careful balance between location and proximity to the route as well as safety and accessibility. In-person events were delivered in line with Government guidance relating to COVID-19, including:</p> <ul style="list-style-type: none"> <li>• A maximum capacity was set for each venue to ensure that the venue did not run over capacity and become a health hazard due to an inability to social distance or regulate the amount of airflow in the venue. A queuing system outside the venue was factored into the planning to take account of busier periods, with staff monitoring numbers in and out of the venue, to help ensure people could social distance.</li> <li>• The flow of the room was considered at each venue, with markings placed on the floor to assist people in maintaining a safe distance between one another. All venues were DDA compliant, had windows which could be opened to help ventilation, and doors were kept open.</li> <li>• Posters were placed near the entrance to remind attendees to social distance.</li> </ul> <p>Members of staff at the in-person events represented subject matter experts from across the project, all of whom were involved in the project and briefed beforehand.</p> <p>As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), the in-person events were part of a wider range of activities and feedback mechanisms to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods.</p> <p>There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.</p>	
26	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Webinars and Webchats	The webinars were pretty much a one-way process as none of the attendees were permitted to speak and could only submit written questions. If those questions were answered, there was no right of reply or ability to follow up with a supplementary question as would have been the case at a public meeting. These webinars were a far less satisfactory and less inclusive forum.	<p>As set out in the Consultation Report (Document Reference 5.1), National Highways carried out a wide range of activities to ensure people could access information, ask questions of the team and provide consultation feedback via a variety of methods. Consultation webinars were one of a range of activities available to consultees.</p> <p>The consultation webinars were designed to allow people to submit questions to the project team during the session. It was made clear to attendees at the start of each session that we would intend to answer all of the questions posed, including follow up questions. Those with any further questions, or those that required further technical input, were encouraged to get in touch with the project team to set up one-to-one meetings. Members of the project team and technical experts were also available at the in-</p>	N/A

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				<p>person consultation events where attendees were able to ask questions or discuss any matters with them directly. National Highways also offered webchat, which facilitated two way dialogue, in addition to the telephone surgery service also on offer.</p> <p>There were more 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted and accessible.</p>	
27	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Webinars and Webchats	<p>COP understands that there were difficulties joining the webinars and that when people rang the number given by NH for help it went straight through to their main switchboard to be asked if you had broken down! This wasted valuable time and meant some people were unable to join, or were late joining.</p> <p><i>Resident 13 - I had technical issues with one of the webinars (server unresponsive) so I emailed the address provided. I sent my email expecting an immediate response on 21 October, because I needed help right away. I got a reply on 8 November. I missed some of the webinar and that denied me asking some questions. I was sent a link to watch it again and a copy of the slides but that was a long time after.</i></p>	During the 2021 statutory consultation period National Highways held nine webinars to ensure that people had opportunities to attend and ask questions of the team. National Highways also offered the webchat facility and people could arrange a telephone call-back if they preferred.	N/A
28	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Consultation Webinars and Webchats	The webchat had no save or print facility so no record of the answer to questions could be retained. Offers to send a print via email were often not fulfilled.	Records of webchats were automated via the relevant software platform in accordance with data protection regulations. Transcripts could be downloaded or provided on request. Visitors using the webchat facility also had the option of taking screen grabs as a record of the conversation.	N/A
29	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Designing the consultation	As a group representing a significant number of parishes covering a reasonably large population, COP was expecting that NH would have seen the advantage in engaging with us about how the consultation would be run and how we might help with that process. However, neither NH nor Somerset County Council (SCC) showed any interest in involving us. Indeed, when COP asked NH and SCC if it could contribute to the Statement of Community Consultation (SoCC) to contribute to the discussion about the length of the consultation and how it would be run, it was told that its length had already been set at 6 weeks. No rationale for this unilateral decision was given except that it exceeded the minimum 28 days required. We were also told that NH could not legally give COP the start date of the consultation. We can find no credible evidence to back up this assertion; COP believes that prior consultation was a matter for the exercise of discretion on NH's part, not one of legal embargo.	<p>Section 47 of The Planning Act 2008 places a requirement for an applicant to consult with Local Authorities on the proposed Statement of Community Consultation and requires Local Authorities to respond to the applicant within 28 days of receipt of the request. In this instance they were Somerset County Council, South Somerset District Council and Somerset West and Taunton Council (now Somerset Council). This consultation took place between July and August 2021. National Highways has had due regard to the responses received from the Local Authorities in developing the final published Statement of Community Consultation.</p> <p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report, the 2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation, including aligning any governance processes needed to accommodate it if necessary..</p> <p>National Highways advertised the dates for the 2021 statutory consultation period widely in the local press and through continued engagement with local communities and stakeholders,</p>	N/A

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation Report Chapter 4 (Document Reference 5.1).</p> <p>National Highways informed parishes and local communities of the timing during a number of Community Forum events and parish council briefing sessions, as far as it was able to based on governance procedures it must follow. During the Community Forum events in March and May 2021, attendees were informed that the consultation would take place in 'Autumn 2021'. National Highways were able to confirm that it would take place in October during the Local Authority and parish council briefing events in September 2021.</p> <p>The scheme is designated as Tier 1, and therefore subject to comprehensive governance processes, including involvement and oversight from the Department for Transport and HM Treasury. It is therefore not always possible to provide precise dates further in advance than possible.</p>	
30	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Designing the consultation	Whilst COP appreciates that Parish Councils are not statutory consultees, we fail to understand how either NH or SCC could have chosen to ignore our views given their knowledge of our strong interest in this development. COP does not believe that the best interests of our communities were served by the actions of SCC or NH and that, as a result, the subsequent consultation process was far from satisfactory and prejudiced the ability of our local communities to contribute their views. As explained below, the approach in respect of the A358 was inexplicably different from that adopted elsewhere by NH.	<p>As set out in the Consultation Report (Document Reference 5.1), National Highways has engaged extensively with parish councils throughout the development of the proposals, has welcomed this engagement and had regard to their feedback.</p> <p>National Highways has adhered to relevant legislation and guidance for a Nationally Significant Infrastructure Project, as set out in the Planning Act 2008 (the Act).</p> <p>The Act recognises the role that Local Authorities play as bodies with expert knowledge of the local community as well as their responsibility for development of the local area. They have considerable expertise in consulting local people and are asked to draw on this expertise to provide advice to applicants.</p> <p>As set out in the Act, National Highways is required to consult with Local Authorities on the Statement of Community Consultation. In this instance they were Somerset County Council, South Somerset District Council and Somerset West and Taunton District Council. This consultation took place between July and August 2021. National Highways has had due regard to the responses received from the Local Authorities in developing the final published Statement of Community Consultation.</p>	N/A
31	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Excluding nature of the consultation	<p>In the SoCC it states:  <i>7.1 Our consultation will be focused on digital engagement and consultation tools. This is to ensure the consultation can go ahead and is not affected by any potential future restrictions and government health guidance relating to COVID-19. As such, in addition to making consultation information available online, we will be hosting events online and using a virtual exhibition during the consultation period where members of the project will be available at specific times to discuss the proposals.</i></p> <p>COP accepts that the Covid pandemic meant that there would be more focus on digital and remote means to communicate with the target communities. However, given that a large proportion of the rural community have poor digital connectivity, poor digital awareness, or both, greater thought should have been given to how to reach out to potentially excluded groups, including by holding more local meetings.</p>	As set out in the Consultation Report (Document Reference 5.1), consultation encompassed a wide range of activities to ensure people could access information, ask questions of the team and provide feedback via a variety of methods. This included a combination of postcards sent out in the local area, emails and letters to stakeholders and community organisations, including hard to reach groups, statutory notifications and press coverage in local, regional and one national newspaper, social media activity, a dedicated website, a virtual exhibition space, webinars, in-person events, hard copy materials available at 11 venues in the area and available to order, a freephone telephone number, as well as advice 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.	

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				National Highways asked parish councils to help keep their local communities informed with open lines of engagement. National Highways also ensured that a variety of response mechanisms were available, including email and freepost, to ensure that technical issues did not prevent anyone from providing their feedback. There were more 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted and accessible.	
32	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Excluding nature of the consultation	During the consultation, COP requested confirmation of the last postmark for postal responses that you would accept, as it was not stated anywhere within the consultation materials. The response from NH on 18 November was: <i>We would urge you to post any hard copy responses as soon as possible to give the best chance of them reaching us on or before Monday 22 November 2021. We acknowledge that the postal system can be unpredictable so if you are concerned they may not reach us in time, please feel free to email me once they have been posted, so we can confirm they will be accepted. Unfortunately, letters may not be postmarked on the day of/day after posting so we cannot commit to a particular postmark date to accept responses.</i> This insistence by NH that responses had to be received before the end of the consultation period at 11.59pm on 22 November further shortened the already narrow consultation window and put those who were not so computer literate at a significant disadvantage. Furthermore, if people had to email to advise NH of posting, it makes no sense that they would use normal post. NH kept telling parishes that ours was a rural area, confirming that there are connectivity issues for people who rely on postal services and conventional modes of communication much more than those in a city environment.	It is standard practice to publish a closing date for responses and to request that all responses are submitted by that date. National Highways made clear that it could not guarantee that responses received after the close date could be accepted. However, as set out in the Consultation Report (Document Reference 5.1), at its discretion National Highways accepted responses received within two weeks of the consultation close date.	N/A
33	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Excluding nature of the consultation	It is worth noting that this consultation did not follow the same criteria as used for the proposed Lower Thames Crossing where posted mail was accepted in September this year so long as it was postmarked no later than the day AFTER the closing date. This allowed people to have the same time frame to respond as those using digital means. Additionally, with delays to the postal service due to Covid, you should have made allowances for this.	It is standard practice to publish a closing date for responses and to request that all responses are submitted by that date. National Highways made clear that it could not guarantee that responses received after the close date could be accepted. However, as set out in the Consultation Report (Document Reference 5.1), at its discretion National Highways accepted responses received within two weeks of the consultation close date.	N/A
34	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Face to face events	There were only 3 face-to-face events, the second of which was in a room that was far too small (12.2m x 10.3m and an area of 126m <sup>2</sup> ) with viewing materials cramped. People were forced to queue outside (15 mins or longer) and some people left on arrival as parking had run out and they saw the queues. There were instances of people waiting excessively before getting any attention from staff: <i>Resident 18 - I attended Monks Yard on October 23rd. It was a very small location with poor ventilation. I had to queue to speak to anyone. In fact, I gave up trying to speak to some because they spent so long talking to certain people and ignoring the rest of us. I was there for 90 minutes and only managed to speak to two people. I also thought they were very arrogant in their attitude to anyone questioning anything and just repeated "put any comments you have in the questionnaire". I really felt they weren't interested in any opposite opinion.</i>	National Highways held three in-person events during the consultation period to allow people to engage with the project and speak with members of the project team. All three events included a wide range of opening times including across a standard working day, evenings and weekends.  When deciding where and how to run the in-person events during the consultation, taking any COVID-19 regulations into account, we needed to strike a careful balance between location and proximity to the route as well as safety and accessibility. In-person events were delivered in line with Government guidance relating to COVID-19, including: <ul style="list-style-type: none"> <li>A maximum capacity was set for each venue to ensure that the venue did not run over capacity and become a health hazard due to an inability to social distance or regulate the amount of airflow in the venue. A queuing system outside the venue was</li> </ul>	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

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			<p><i>Resident 19 - The available team came over as poorly briefed and prepared when discussion was initiated. They really did not display knowledge of the locality as we and others introduced our particular questions. It was not easy to raise a point when the person (we were passed to 4 people in succession!) did not seem to have any on the ground reference. The documentation and maps they had were ideal to start a face to face query but then it was hard to take a question forward without some feedback from them. Having to repeatedly to describe everything ourselves was poor preparation by them. Some answers were just fobbing us off - "I'm new to the team".</i></p>	<p>factored into the planning to take account of busier periods, with staff monitoring numbers in and out of the venue, to help ensure people could social distance.</p> <ul style="list-style-type: none"> <li>The flow of the room was considered at each venue, with markings placed on the floor to assist people in maintaining a safe distance between one another. All venues were DDA compliant, had windows which could be opened to help ventilation, and doors were kept open.</li> <li>Posters were placed near the entrance to remind attendees to social distance.</li> </ul> <p>Members of staff at the in-person events represented subject matter experts from across the project, all of whom were involved in the project and briefed beforehand.</p> <p>As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), the in-person events were part of a wider range of activities and feedback mechanisms to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods.</p> <p>There were more than 600 attendees at the events, more than 2,600 web visits and more than 900 consultation responses received, demonstrating that the consultation was sufficiently promoted, accessible and representative.</p>	
35	<p>Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council</p>	Face to face events	<p>Furthermore, as already explained, only one event was held outside normal working hours and that event was held at one end of the consultation route. This will have excluded a number of consultees in other local communities, especially those in employment, and could not possibly give a true representation of the local community.</p> <p>The staff at the face-to-face events were unable to answer many basic questions eg the difference between a road and a lane. Or, depending on who one asked, you got contradictory answers. The lack of consistent and accurate information prejudiced consultees' understanding of the scheme and thus their ability to provide informed responses.</p> <p>Resident 18 - I asked if we could cycle on the proposed road and was directed to a woman who was their cycling expert who said no, I later asked another person who said yes and a further person who said "why would I want to? "</p> <p>Resident 20 - The consultations that we have attended just haven't had enough detail - eg which side and where exactly does the road widen around Capland Court - we've had misleading info from different consultants. I was told it widens both sides, X was told it widens all to our side. It's a shambles really and I'm still none the wiser. The diagrams etc included in any correspondence are just so complicated to interpret.</p> <p>Resident 21 - I went at about eleven thirty in the morning and the queue outside. It was taking a long time to get in so I left and returned about four thirtyish. It was packed and took some time to see various senior consultants. People were wearing masks but there were no open windows and it would have been difficult to keep a distance between people. If I had had time pressure that day it would have been impossible to get adequate information. The event took considerable investment in time and patience.</p> <p>Resident 22 - The first consultation at Taunton race on Tuesday 19</p>	<p>National Highways held three in-person events during the 2021 statutory consultation period to allow people to engage with the scheme and speak with members of the project team. All three events included timings that we both in and out of hours that would be considered standard working hours, this included an event held on a Saturday, an event held during the afternoon and a further event that ran from the afternoon into early evening.</p> <p>As set out in the Consultation Report (Document Reference 5.1), the in-person events were part of a wider range of activities to ensure people could access information, ask questions of the team and provide feedback via a variety of methods.</p> <p>When deciding where and how to run the in-person events during the consultation, taking any COVID-19 regulations into account, we needed to strike a careful balance between location and proximity to the route as well as safety and accessibility. In-person events were delivered in line with Government guidance relating to COVID-19, including:</p> <ul style="list-style-type: none"> <li>A maximum capacity was set for each venue to ensure that the venue did not run over capacity and become a health hazard due to an inability to social distance or regulate the amount of airflow in the venue. A queuing system outside the venue was factored into the planning to take account of busier periods, with staff monitoring numbers in and out of the venue, to help ensure people could social distance.</li> <li>The flow of the room was considered at each venue, with markings placed on the floor to assist people in maintaining a safe distance between one another. All</li> </ul>	N/A

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			<p>October. The road to the racecourse was closed and traffic diverted. The Second one at Monks yard was very busy. The staff did not seem to know what was happening with the road, for instance the environmental people did not know what and where the wildlife corridors would be or how the fencing would work.</p> <p>Resident 23 - My comment would be that in an area of an ageing rural population many elderly and disabled people felt disenfranchised from the process as:</p> <ol style="list-style-type: none"> <li>1) they were house bound so could not attend the 'events',</li> <li>2) there was a heavy reliance on people going to the consultation events which effectively removed their voices,</li> <li>3) for those who do not use emails or web-sites and had lived in the area all their lives, much of the detail was lost,</li> <li>4) for those with arthritic hands or limited ability to use the written word the consultation documents were complex and leading in their questions,</li> </ol>	<p>venues were DDA compliant, had windows which could be opened to help ventilation, and doors were kept open.</p> <ul style="list-style-type: none"> <li>• Posters were placed near the entrance to remind attendees to social distance.</li> </ul> <p>Members of staff at the in-person events represented subject matter experts from across the project, all of whom were involved in the project and briefed beforehand.</p> <p>All materials were available online, with a dedicated consultation webpage and virtual exhibition room open throughout the 2021 statutory consultation period, plus nine online webinar events and 11 live webchats held in addition. Hard copy materials were available to order or to take home from information points and events in the vicinity of the route, with an email and freephone number to contact and arrange a call-back from the project team.</p>	
36	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Inadequate representation of cost	<p>Omission of the Benefits Costs Ratio (BCR) during consultation is a significant failing of transparency, (It was stated in the consultation that 'An update of this value for money assessment is currently underway based on the latest scheme proposal'). In fact, despite numerous requests for updated scheme costs throughout the consultation period, the information was not provided. All consultees were told was that the old information referred to the contract awarded to Taylor Woodrow (at £328million).</p> <p>The contract was awarded before the revised scheme with the addition of such structures as the Bickenhall flyover, the central concrete barriers, etc. and the increased costs of building materials worldwide.</p> <p>The cost of the project was never mentioned or explained in the consultation documents (there was reference to cost of £250-£500mil on straplines). The only reference to the value for money assessment was on page 12 of your traffic modelling document and we do not consider enough prominence was given to this: An update of this value for money assessment is currently underway based on the latest scheme proposal. The most recent value for money assessment from when the preferred route was announced indicated that the benefits of the proposed scheme would be 21% higher than the scheme costs.</p> <p>At the 23 September meeting, NH acknowledged that this was 'tight' and that this figure was out of date. It would have been appropriate for consultees to have been provided with the costs of the scheme and that these might outweigh any economic benefits, not counting other issues.</p>	At the time of the statutory and supplementary consultations, work was ongoing to update the economic appraisal to reflect the latest scheme design. The value for money assessment involves quantifying both benefits and costs and these can only be finalised once the preliminary design has been agreed following incorporation of design changes based on feedback received from consultation. Both the benefits and the costs have now been updated after full consideration of consultation feedback. Details of the Benefit-to-Cost ratio (BCR) and the scheme costs are given in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
37	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Lack of adequate wildlife/habitat surveys	Even after the conclusion of the statutory consultation, wildlife and habitat surveys were still being carried out. Householders have still not received their own individual survey reports. Without the public being fully aware of the true environmental impacts of the scheme it is impossible for them to know if the proposed mitigation is going to be adequate.	Baseline biodiversity surveys were undertaken during previous stages of the project between 2016-2020. Data collected during these surveys is still relevant and could be found in the appendices of the biodiversity chapter of the PEI Report. Biodiversity surveys are seasonal, and Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines provide nationally accepted advice on the validity of data and, in conjunction with discussions with Natural England, this determines which surveys need to be undertaken, updated and when, dependant on the species. The seasonality of survey requirements means that updates to surveys could not be completed prior to consultation.	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				<p>Although it is not a requirement to issue individual survey reports to landowners, National Highways committed to issuing individual reports. These could not be issued prior to consultation as surveys were ongoing, however, the reports have been issued on completion of relevant surveys.</p> <p>The Environmental Statement includes full details of the surveys completed and the design/mitigation proposed in Chapter 8 Biodiversity (Document Reference 6.2), including those completed in 2022 and 2023 following statutory consultation.</p>	
38	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Lack of adequate wildlife/habitat surveys	Archaeological surveys have barely started and winter time is a bad time to be carrying out these invasive surveys as it can cause major disruption to crop planting.	Archaeological surveys have been undertaken in sequence, with geophysical survey used to inform trial trenching. National Highways has undertaken extensive geophysical survey and trial trenching to support the desk-based assessment undertaken. The results are reported within the Environmental Statement Chapter 6 Cultural heritage (Document Reference 6.2) and Geophysical Survey Report (Document Reference 6.4, Appendix 6.5).	N/A
39	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Lack of adequate wildlife/habitat surveys	There was no environmental management plan to review, even in outline.	The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) is submitted as part of the Environmental Statement (Document Reference 6.2).	N/A
40	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Lack of engagement	<p>It was disappointing that despite being repeatedly invited (in one instance giving 2 months' notice) to meet the residents of at least one village NH claimed it did not have the time or resources to meet with all PCs and that it would not be fair to only meet some. However, since NH determined the length of the consultation and knew the number of PCs involved, such meetings could easily have been factored into your planning and timescales. Such an approach would have received a positive response from parishes and would have strengthened local understanding of the scheme and the value of individual responses to the consultation.</p> <p><i>Resident 24 - Perhaps parish based open discussions and consultations would have gone some way to answering this. (In relation to people not being able to attend face to face events).</i></p>	<p>As set out in the Consultation Report (Document Reference 5.1), in addition to and during the public consultation periods, National Highways has engaged extensively with local communities, including parish councils, throughout the development of the proposals.</p> <p>Given that the scheme has numerous host and adjoining parish councils, it was not possible for National Highways to attend full parish council meetings with individual parish councils.</p> <p>The Community Forum was established to provide an opportunity for local community representatives to come together to hear important scheme updates, for them to provide feedback outside of formal consultation periods and also to hear the opinion of other community stakeholders. Membership includes parish councils, local elected members and a range of community organisations. Meetings were also offered to representatives of all host and neighbouring parish councils.</p>	N/A
41	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council,	Lack of engagement	Throughout NH's engagement with local people it used aggressive and intrusive behaviour, from illegally using drones directly over private properties, photographing horse riders without permission to aggressive attitude during their webinars.	National Highways and its suppliers take these claims very seriously. It is not aware of any such complaints being made through the available formal channels, but provides appropriate training and briefings to those attending public events or visiting site, in accordance with relevant legislation and policies.	N/A



Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
	Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council				
42	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Lack of engagement	In many instances there was no direct engagement with local businesses. The only engagement was with the likes of the CBI and Chambers of Commerce who did not represent the majority local view.	National Highways created a Business Liaison Forum, designed to facilitate engagement and dialogue which provided information to and engage with business representative organisations on behalf of local and regional businesses, and for them to disseminate messages to their members. Membership of the Forum includes organisations such as the local Chamber of Commerce and the Federation of Small Businesses. Collectively, these organisations represent and have direct access to many hundreds of businesses in the area, in particular many small and medium sized businesses.  Promotion of consultation included postcards to households and businesses within the consultation zone, a stakeholder resource pack to help stakeholders – such as Business Forum members – to disseminate messages to their members, and emails to anyone who had registered for updates via the project webpage.	N/A
43	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Land Interest Questionnaires: LIQs	It has been reported to us that LIQs sent out caused much confusion and stress, especially to those older members of the community without good internet knowledge or skills. The content of the LIQs was unclear due to the use of technical jargon and the deadline for the return of LIQs was unnecessarily short. Below is one example of a householder receiving 2 LIQs but for 2 different parcels of land. (Image provided)  There were numerous incidents of householders receiving incorrectly addressed LIQs and also receiving the entire correspondence for their neighbours, albeit addressed to them. Here are a few quotes from various residents: Resident 1 - Even though we moved into H G C on the 14th December 2020 and the legal ownership was properly registered with the land registry, all postal mail was addressed to the previous owner and not to A or W G. We only received information from the Parish Council. Resident 2 - The paperwork and survey for this flooding surveys were sent to wrong addresses and indeed I am still not sure they have even surveyed the correct water courses. Resident 3 - Neighbour received forms (addressed to him) with information regarding our land. Resident 4 - We received 14 huge packs (14!) from highways England that were totally confusing and all duplications. None of them related to our property so in order to complete them we had to actually highlight our property with a red pen and say that our property wasn't included. It took me an hour to trawl through them all, they were totally confusing. Resident 5 - David and I received eight separate identical property ownership questionnaires and packs of information, a couple of them highlighting our property but some including property details that were not ours, but the property down the road! Even though the first time a duplication arrived I sent it back and referred to our previous questionnaires, they paid no attention to this and still sent us 4 more packs! I agree, it was/is an absolute shambles.	National Highways issued Land Interest Questionnaires (LIQs) which is standard practice to help inform land interest matters on its projects. This is informed by land registry data, and engagement with landowners and their agents where available. All relevant parties were asked to complete and return LIQs within 14 days of the date of sending either by email or post using a prepaid envelope provided. Contact numbers and an email address were provided on both the covering letter and on the notes section of the LIQ should assistance be required.  As part of the Development Consent Order requirements National Highways has a duty to consult with and seek information from all persons with an interest in land which falls into one of the following 3 categories. Category 1:-The owner, lessee, tenant or occupier of land or property falling with the scheme boundary . Category 2:- All other persons with an interest in land or property falling with the scheme boundary outside of those mentioned above such as rights, restrictions, covenants, charges etc. Category 3:- All owners and occupiers over the age of 18 of property falling outside the RLB of the scheme which could potentially be impacted by the construction and/or operation of the scheme.  The Category 1 & 2 LIQs are 14 pages long and includes an additional 3 pages of notes setting out how to complete the questionnaire which serves as a helpful aid. The category 3 LIQ is 4 pages long with an additional page setting out how to complete the questionnaire which serves as a helpful aid.  In response to the image provided; National Highways can confirm that following a land referencing exercise this person appears to have been identified as potentially having category 2 interests in these land parcels. This applies to a large number of landowners on the scheme who have been identified as having category 2 interests in land or property they do not own and as such have been sent land interest questionnaires.  Without the names of the interested parties or affected land/property noted, National Highways are unable to provide a	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
				detailed response to each of the issues quoted as part of this response to the Community of Parish Councils.	
44	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Misrepresentation of our views to PINS	COP believes that NH misrepresented to the Planning Inspectorate (PINS) in its meeting with them on 29 September COP's relationship to NH and its attitude to the discussions which have been held. COP has sent PINS a detailed rebuttal of these unwarranted and unhelpful suggestions, copied to NH.	National Highways has never sought to mislead and had welcomed engagement with the Community of Parish Councils and continued dialogue through Community Forums as detailed in Chapter 2, 6 and 9 of the Consultation Report (Document Reference 5.1).	N/A
45	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	Moreover, the questions posed in the questionnaire reflected the preoccupations of NH and not those already identified by Parishes. This could make it difficult for Parishes to choose a level of agreement or disagreement with a particular question. For instance, the failure to refer in Question 4c to Broadway Parish Council's demand that an off-slip road be provided at Broadway Street compromised its ability to choose how to respond.	As set out in the Consultation Report (Document Reference 5.1), National Highways did not accommodate requests to present and consult upon the suggested alternative mitigation proposals submitted by the Community of Parish Councils as part of the statutory consultation. National Highways needed to ensure it was clear to all what it was consulting on and the inclusion of any additional materials or proposals by third parties would have potentially caused unnecessary confusion. Likewise, to include one set of alternative proposals in the consultation materials could be seen to be unfair to other stakeholders and community groups who may have different viewpoints or suggested alternative designs. The mechanism for National Highways to consider all views and any suggested alternatives was provided by the consultation itself.  As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), both statutory and supplementary 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 (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.	N/A
46	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	Similarly, Question 4d asked, in the same ranking format, for a judgement of the changes proposed to Southfields roundabout. However, the relevant explanatory passage in the accompanying booklet provided only a highly summarised account of what was to happen and, unhelpfully, did not provide the graphic which would have enabled consultees to understand better what was proposed. Moreover, at no point in the consultation did NH reveal the key issue, namely that all councils in the area believe the only solution to the congestion that will otherwise occur at this point is to provide a grade-separated junction to ensure a free-flow of long-distance traffic between the A358 (West) and the A303 (East).	The consultation booklet was designed to provide an overview of proposals, with further detail available in the PEI Report or its non-technical summary for those who wanted more detail. The mechanism for National Highways to consider all views and any suggested alternatives was provided by the consultation itself, with the results and due regard had to responses provided in the Consultation Report (Document Reference 5.1) and its appendices (Document Reference 5.2).	N/A
47	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	These examples of inadequate information compounding the difficulty of answering NH's questions reinforces the earlier point that, in consulting local communities, NH failed to explain the existence of alternatives based on a cheaper and environmentally less damaging, but still safe and strategically consistent design.	The PEI Report and Consultation Booklet explained the background and need for the scheme, including alternatives considered. The mechanism for National Highways to consider all views and any further suggested alternatives was provided by the consultation itself, with the results and due regard had to responses provided in the Consultation Report (Document Reference 5.1) and its appendices (Document Reference 5.2).	N/A

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	Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council			Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2) provides further information about how alternatives have been identified and considered.	
48	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	A common and significant theme was the poor accessibility to the main accompanying consultation document: <i>Resident 9 - We thought it was hard to find the booklet that goes with the consultation especially as this is an easy IT issue to sort.</i> <i>Resident 10 - Couldn't easily find a link to the consultation document on the NH website, even by following their own links!</i> <i>Resident 11 - Couldn't easily find the consultation booklet online – had to email NH to ask for link.</i> <i>Resident 12 - Page numbers referred to in the online questionnaire didn't match those of the online brochure to which the questions explicitly referred.</i>	National Highways made available the consultation documents both online and in hard copy as detailed in the Consultation Report (Document Reference 5.1). These were available to parish councils too. National Highways responded positively where possible to any requests for additional information as and when they came in.  Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible.  National Highways also provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.	N/A
49	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	The PEI Report chapters were available as a download, but to obtain the accompanying data such as viewpoints you had to go to the virtual room. This was not 'signposted'. It was not obvious that consultees should click on 'list view' within the virtual tour to bring up all the numerous documents. These should have been included in the list at the bottom of the consultation page with the other documents. The haphazard/random nature of this meant that consultees thought they had all the documents on the consultation page and didn't look further.	To assist consultees in navigating to find documents, a PEI Report was published on the National Highways webpage, with links as follows:  Individual chapters of the PEI Report - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=Chapter">https://a358-taunton-to-southfields.virtual-engage.com/content?search=Chapter</a> PEI Report appendices - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=Appendix">https://a358-taunton-to-southfields.virtual-engage.com/content?search=Appendix</a> Figures to accompany the PEI Report - <a href="https://a358-taunton-to-southfields.virtual-engage.com/content?search=FIGURE">https://a358-taunton-to-southfields.virtual-engage.com/content?search=FIGURE</a>  A range of options were available to members of the public to contact the project team if any queries arose, via the freephone telephone number, the project email address or the webchat function on the Virtual Engage platform.  More than 30 hours of live webchat sessions were held during the 2021 statutory consultation period to help ensure any technical issues or queries could be addressed in a timely manner.	N/A
50	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	Promised information such as screen shots (in place of photo montages) were not emailed on time with a delay of over a week, further reinforcing the need for a longer consultation period. In any case, screenshots cannot replace properly regulated photomontages which allow proper comparisons along the route and are produced to set standards.	Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Relevant details are provided as part of the Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2).	N/A
51	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council,	On-line Consultation Documents	In the virtual room, unlike the face-to-face events, there was only the fly through video of the proposed scheme, a view few will ever see in real life, and not the real world perspectives that people will want to see to understand how the development will impact upon them and their quality of life.	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 non-technical summary of the PEI Report, the consultation booklet, 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.	N/A

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	Corfe Parish Council, Neroche Parish Council, Ilminster Town Council				
52	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	In many instances, people experienced 'crashes' when using the virtual room.	The digital environment was regularly tested by the hosting organisation of Virtual Engage to ensure access to the virtual exhibition room was maintained. National Highways cannot comment on third party systems seeking to access the internet and did not receive notifications or complaints about difficulties accessing the virtual room.  National Highways also provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.	N/A
53	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	On-line Consultation Documents	The screen shots below demonstrate the random and haphazard nature of NH's ordering of documents within the virtual room. Why was this not put in numerical order? Not doing so made things difficult for people to find documents. (2 images provided) On trying to save documents from within the virtual room it was not obvious that consultees had to click on the eye symbol – most people are used to clicking on the name or file symbol – and then open it before downloading. Even if one worked this out the system could be temperamental.	The Virtual Engage experience is carefully developed by experts in digital consultation and systems. Anyone could contact National Highways to raise any challenges, which were addressed in a timely manner where possible, and it also provided a range of activities throughout the 2021 statutory consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team.	N/A
54	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	COP asked for sight of the PEI Report prior to consultation but this was refused. Given that the whole document is in the name of Highways England, not National Highways which was the rebranding from August, COP assumes that the document would have been available well before consultation start.	It was not possible to share the PEI Report in advance of consultation launch but National Highways engaged regularly with local communities, including holding briefings and Community Forum events with parish councils throughout the development of the project to help facilitate any discussions helpful to interested individuals and organisations.	N/A
55	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	The Statutory Consultation presented 7 key documents, of which the PEI Report is 792 pages long with 36 Appendices and over 150 Figures. The scheme is extremely complicated and the 6-week consultation period was too short to enable all the information to be assimilated. On issues of this scale most parishioners leave it to the Parish Council to represent their views. Besides the task of appraising the scheme documentation, Parish Councils had to draft a response, take steps to inform and engage with parishioners, and redraft until a consensual council position was achieved. Parish Councils were faced with a very significant task to critically review a near 1,000-page complex technical document plus accompanying data within 6 weeks. The voluntary membership of Parish Councils and other stakeholders includes many who have employment and/or other commitments, so reading and analysis time is confined to any free time they might have. In contrast, NH, with a complement of fulltime and professionally experienced staff, needed over 9 weeks to respond to a 6-page document from COP. Parish Councils also wished to co-ordinate responses to the Consultation among themselves to reflect their overlapping concerns. This involved detailed discussions, joint meetings and the iteration of a text which reflected a Community of Parishes response. While this was successful, as 13 Parish Councils and Ilminster Town Council agreed a collective response, we believe	National Highways has undertaken a multi-stage approach to consultation on both a statutory and non-statutory basis, and as such has engaged with parish councils (and beyond) throughout the development of the preliminary design of the project.  The 2021 statutory consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects which is 28 days. As detailed in the Consultation Report (Document Reference 5.1), National Highways provided adequate time for people to prepare for and respond to consultation exercises.  National Highways assessed all of the alternative proposals submitted by the Community of Parish Councils by putting them through an 'optioneering' process to assess their viability. The results of this optioneering process were shared with the Community of Parish Councils in September 2021. Some of their proposals were incorporated into the preliminary design proposals that were put forward for statutory consultation. This is detailed in the Consultation Report (Document Reference 5.1).	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			more Parish Councils would have committed support had we more time to engage with them.		
56	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	The use of Wards that cover large areas, mostly well away from the scheme, to study Population and Health led to conclusions that were nonsensical. For example, National Highways identified North Curry and Stoke St Gregory, two villages well connected to the A378 and some 3-5 miles from the scheme, as benefiting with a positive health outcome, while ignoring the adverse impact on West Hatch, Hatch Beauchamp, Ashill, Broadway, Ilton and Horton that adjoin the scheme.	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) follows the DMRB Standard LA 114 methodology as is appropriate for this scheme. That document sets out the relevant study area, and associated methodology, baseline, assessment, mitigation and conclusions for that topic. All identified positive and adverse impacts are assessed and considered following the relevant DMRB Standard.	N/A
57	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	Hard copies may well have been available at face-to-face events and deposit points, but it would have been impossible for anyone to trawl through 100s of pages of complex documents at such events. Indeed, if any one was doing so it might prevent access for someone else with Covid restrictions in place. Obviously, deposit points such as libraries have limited opening hours which may not be accessible to working people and the route into Taunton has been undergoing major roadworks and delays since September this year making journeys more arduous.	National Highways contacted parish councils to ascertain the need for hard-copy documents in local communities. These requests were fulfilled and documents delivered on the day of consultation launch.  Advance notice was provided on the launch of the 2021 statutory consultation period by the delivery of postcards to addresses in the consultation zone. Instructions were provided on these postcards on how people could request for hard copies to be delivered to them during the 2021 statutory consultation period to allow them to view at their leisure.	N/A
58	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	Furthermore, hard copies of the PEI Report given to at least one Parish Council were incomplete. This was not established until the in-person event on 3 November several weeks into the consultation.	At the event a representative from the Parish Council stated that they did not have a copy of Appendix 7.9 Viewpoint photographs. A hard copy was provided at the event, so to immediately address the issue raised at source. This document and all other PEI Report figures were also available online throughout the 2021 statutory consultation period.	N/A
59	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Preliminary Environmental Information Report (PEI Report)	The first page of the Preliminary Environmental Information Report Non-Technical Summary has a table of contents showing page numbers. The actual pages have not been numbered; so again, making it difficult to navigate.	The error has been noted and corrected for the Non-Technical Summary of the Environmental Statement (Document Reference 6.1) accordingly.	N/A
60	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Shortcomings identified by Somerset County Council	The Community of Parish Council identified shortcomings of the proposals as submitted by Somerset County Council in response to the consultation.	To avoid duplication, please see National Highways response to Somerset Council in Consultation Report Appendix 5.2, Table 5.2C (Document Reference 5.2).	N/A

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
61	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Slowness to respond to questions	The response to questions raised during the consultation period were excessively slow – 28 days in one instance - or not answered at all. When challenged NH said that, while it had received a lot of questions, it had insufficient staff to deal with them. A list of Public Rights of Way (PROW) closures was requested during the Walkers, Cyclists, Horseriders (WCH) webinar on 1 November, was only answered on 18 November and the information still incomplete. This should have been easily accessible information included within the consultation documents from the start.	The PEI Report and appendices which were published reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide a response. Any requests for further information or documentation that was outside of the materials provided for consultation were responded to where possible. Responses were provided for all correspondence during the 2021 statutory consultation period and a holding response provided if time was required for National Highways to provide more detailed technical responses.	N/A
62	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Slowness to respond to questions	Wrong information was also given out by your staff, e.g. giving the date of the final face to face event as a day later than already advertised. This would all tend to suggest that you were poorly prepared for the consultation and didn't have the resources or time to run it to an acceptable standard.	Dates and times of events were widely publicised via a variety of channels including the website and the consultation brochure. This is detailed in the Consultation Report Chapter 4 (Document Reference 5.1).	N/A
63	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Statutory Consultation on the dualling of the A358, Southfields to the M5: Report into the deficiencies of consultation prepared by the Community of Parishes.	The Group representing 14 parish councils and Ilminster Town Council (the Community of Parishes) is submitting this report as it believes that the statutory consultation on the A358 Taunton to Southfields Dualling Scheme conducted by National Highways (NH) in 2021 did not meet acceptable standards for public consultation and is therefore an inadequate basis for considering the reactions of local communities to the proposed scheme. There were serious accessibility issues, as well as numerous errors and misleading statements contained within the documentation. The Community of Parishes (COP) also believes that the presentation of the proposed scheme misrepresented the true nature of the development and thus its impact on the local area.	National Highways considers that the range of activities, materials and engagement provided during the statutory consultation were sufficient in ensuring an adequate consultation for local people and communities to provide their feedback on the draft design and plans for the scheme. The PEI Report and appendices which were published for consultation reflected the available information at the time and National Highways considers it contained an appropriate level of detail for people to provide their response. As set out in the Consultation Report (Document Reference 5.1), National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time for people and organisations to provide a meaningful response.  More than 900 responses to consultation were received using the variety of response mechanisms that National Highways ensured were available, including the online questionnaire, email and freepost, demonstrating that consultation was accessible and that technical issues did not prevent respondents from providing their feedback.	N/A
64	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	The Start Date	Parish Councils repeatedly asked for the start date of the consultation to enable them to prepare to properly engage with their local communities. However, they were only ever told that it would take place in the autumn.	National Highways informed parishes and local communities of the timing, as far as it was able to based on governance procedures it must follow, during a number of Community Forum events and parish council briefing sessions. During the Community Forum events in March and May 2021, attendees were informed that the consultation would take place in 'Autumn 2021'. National Highways were able to confirm that it would take place in October during the Local Authority and parish council briefing events in September 2021.  National Highways engaged regularly with local communities, including holding briefings and Community Forum events with parish councils in the run up to 2021 statutory consultation period. National Highways advertised the dates for the 2021 statutory consultation period widely in the local press and through continued engagement with local communities and stakeholders, including at Community Forum events, parish council meetings and in Member briefings. This is detailed in the Consultation	N/A

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				<p>Report (Document Reference 5.1). That has provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.</p> <p>The scheme is designated as Tier 1, and therefore subject to comprehensive governance processes, including involvement and oversight from the Department for Transport and HM Treasury. It is therefore not always possible to provide precise dates far in advance.</p>	
65	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	The Start Date	Eventually, at a meeting on Thursday 7 October 2021, we were advised that the consultation would start on 12 October. This gave stakeholders only 2 working days' notice. Despite our repeated requests for advance notice, we were ignored, despite the clear advantages to consultees having earlier notice.	<p>National Highways informed parishes and local communities of the timing, as far as it was able to based on governance procedures it must follow, during a number of Community Forum events and parish council briefing sessions. During the Community Forum events in March and May 2021, attendees were informed that the consultation would take place in 'Autumn 2021'. National Highways were able to confirm that it would take place in October during the Local Authority and parish council briefing events in September 2021. When approved through necessary National Highways governance procedures, the consultation dates were widely publicised from week commencing 21 September 2021. Activities included a postcard sent to all households and businesses within a 1.5km mailing area in the vicinity of the route, plus emails to everyone who had registered for email updates, with a follow up mailing and email two weeks later to confirm consultation had launched - 4,365 postcards were sent in total. Press releases were issued to local publications, notices placed in local publications from 30 September 2021, and stakeholder briefing packs confirming dates of consultation were sent out on 29 September 2021 to all host parish councils for completeness.</p> <p>The scheme is designated as Tier 1, and therefore subject to comprehensive governance processes, including involvement and oversight from the Department for Transport and HM Treasury. It is therefore not always possible to provide precise dates far in advance.</p>	N/A
66	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	The Start Date	The approach adopted for the A358 dualling is at odds with the statutory consultation due to be held for the A27 Arundel Bypass. The consultation date for that scheme was advised 2 months in advance of the date of 11 January 2022, undermining NH's claim that you could not give us advance notice for legal reasons. Furthermore, the consultation duration will be 8 weeks. Indeed, the recent Lower Thames Crossing consultation was also run for 8 weeks. COP is unable to discern any difference between the shorter A27 Arundel Bypass scheme and the A358 dualling consultation requirements that would explain the less helpful and engaged approach adopted in Somerset.	<p>National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. The 2021 statutory consultation period lasted 41 days, which exceeded the minimum requirement for Nationally Significant Infrastructure Projects which is 28 days. The Community Forum was advised in March 2021, seven months before consultation launched, that consultation would take place in the Autumn. National Highways were able to confirm that it would take place in October during the Local Authority and parish council briefing events in September 2021. When approved through necessary National Highways governance procedures, the consultation dates were widely publicised from week commencing 21 September 2021.</p> <p>This scheme differs from Arundel in that it is designated as Tier 1, and therefore subject to comprehensive governance processes, including involvement and oversight from the Department for Transport and HM Treasury. It is therefore not always possible to provide precise dates far in advance for Tier 1 schemes.</p> <p>The timing and duration of consultation will vary from project to project. Consultation periods lasting eight weeks are not standard for National Highways projects.</p>	N/A



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				National Highways believes that the 41-day statutory consultation period provided adequate time for people to prepare for the consultation and to provide their responses, including aligning any governance processes needed to accommodate it if necessary.	
67	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Traffic Modelling	The traffic modelling used for the consultation is incorrect as the assumption (confirmed by yourselves during webinar) is that Nexus 25 has full occupancy. Given that on the other side of the roundabout Blackbrook Business Park has empty units plus a development plot of 35,000sq ft it is far from certain that Nexus will ever achieve full occupancy. In fact, within the local councils it is now acknowledged that uptake on Nexus is not going well. The claim that the new route would enable a mile-a-minute travel is misleading, since NH admitted during a webinar on 21 October that this could not be achieved due to traffic having to slow down at both ends of the A358 to negotiate roundabouts, with the certainty of congestion. This misleading information about the traffic associated with the new road may have coloured consultees' views of it and hence their response. Only if they happened to attend the webinar might they have discovered the truth.	Transport analysis guidance has been followed in developing the National Highways traffic forecasts. Trip generation assumptions for the future Nexus 25 development are aligned with the Transport Appraisal Report that was submitted as part of the planning application for the development. This ensures that the junction design for the Nexus 25 junction will be able to accommodate the most likely traffic demand that would result from the development being fully built out and occupied. Further detail is provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).  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.	N/A
68	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Traffic Modelling	A particular issue was the poor confidence level of the analysis as a result of having only limited data, most of which was collected in 2017. It was clear from webinar conversations that the number of variables that determine traffic flow within a rural network exceeds the capacity of the model itself. As the Technical Note states several times that refinement of current modelling is ongoing, and at 1.1.4 states that more information on the traffic impacts of the scheme is not due to be drafted until 2022, it is obvious that considerable detailed information on traffic has not been provided in the Statutory Consultation.	Scheme development is an ongoing process up to the DCO application when the preliminary design is submitted and examined by the Planning Inspectorate. Forecast traffic flows are affected by changes in the scheme design and therefore cannot be reported as final until the scheme design has been finalised for the preliminary design stage. Draft results and design were subject to the consultations that have taken place. The traffic data that was presented at statutory consultation in 2021 represented the scheme design as shown in the consultation material at that time and, taking into account feedback, the scheme configuration has since evolved and been further assessed. Details of the data and the resulting traffic forecasts are presented in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
69	Community of Parishes: Stoke St Mary Parish Council, West Hatch Parish Council, Hatch Beauchamp Parish Council, Beercrocombe Parish Council, Ashill Parish Council, Broadway Parish Council, Ilton Parish Council, Donyatt Parish Council, Horton Parish Council, Curry Mallet Parish Council, Pitminster Parish Council, Combe St. Nicholas Parish Council, Corfe Parish Council, Neroche Parish Council, Ilminster Town Council	Traffic Modelling	Further traffic related issues that highlight inadequacies include the following: a. Traffic flow in Figure 9.1 was banded, but around zero the band covered +/- 250 vehicles. This lack of fidelity highlighted the limited confidence in the model output. b. Other criteria beyond congestion should be have been included when considering how the impact of increased traffic on communities and other road users are measured and adverse impacts mitigated. c. A statement is made (9.1.3) to the effect that an assessment is being undertaken to determine whether these routes are of a suitable standard to accommodate additional traffic, but details of this assessment were not provided. d. No information was provided on the interaction of vehicles to safely pass one another on narrow lanes and within villages. Nor was information provided on whether there are other traffic management measures which are necessary to reduce the potential for adverse impacts to all users (including pedestrians, cyclists and equestrians) which the additional traffic will be associated with, including reduced sense of safety associated with more interactions with traffic. e. The Technical Traffic Note provided no information on how impacts will be robustly assessed, taking into account the proposed stopping up of roads and subsequent redistribution of traffic on the local roads, to ensure solutions are developed on the basis of evidence.	A - The banded ranges of changes in daily vehicle flows in Figure 9.1 are not linked to lack of confidence in the accuracy of the traffic model results. A change of less than 250 vehicles per day equates to a change of less than 1 vehicle every 2 minutes during peak hours and even smaller amounts than that during all other hours of the day. This represents such a small level of change that it was classed as neutral in Figure 9.1. Such a small scale of change would be barely perceivable among the general day-to-day and hour-to-hour variability of traffic levels.  B - Suitable mitigation measures on the local road network have been identified and agreed with Somerset Council. Considerations include impacts on road safety both for motorised and non-motorised users. Details of the local road mitigation are given in the Combined Modelling and Appraisal Report (Document Reference 7.4).  C - Where feasible the scheme design has been amended following statutory consultation to alter how traffic routes through the network in order to reduce impacts on local roads that are deemed unsuitable for the level of increase that had been forecast in the material presented at statutory consultation or where concerns had been highlighted in the feedback from consultation. Where the traffic forecasts show increases in traffic as a result of the scheme, mitigation measures has been developed in conjunction with Somerset Council where considered appropriate.	N/A

Appendix Table 6.4 Summary of the matters raised by Parish Councils following 2021 Statutory Consultation and National Highways response



Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			f. The results of the traffic model are yet to be fully provided and will probably conclude the need for mitigation works to the local road network outside of the current footprint of the scheme. Information regarding potential locations for mitigation works should have been provided.	<p>Further details on the process of developing mitigation measures on the local road network are included within the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>D - These form part of the criteria that are considered in the process of determining suitable mitigation measures. For example, additional passing places have been added to sections of single track lane where considered appropriate.</p> <p>E - The traffic model captures the impacts of stopping up local roads and the resulting reassignment of traffic onto alternative routes. The resulting changes in traffic flows form the basis for the review of suitable mitigation measures on the local road network.</p> <p>F - A range of outputs from the traffic model for the scheme that was current at the time of the statutory consultation were provided in the mentioned Technical Traffic Note. Following statutory consultation the scheme development process has continued by taking on board the feedback received at consultation and amending the scheme to address concerns related to impacts on the local road network where possible. This has reduced the amount of instances and the scale by which traffic flows increase on the local road network as a result of the scheme. As noted above, the process of identifying suitable mitigation measures on local roads where the traffic model forecasts an increase in traffic has been developed in consultation with Somerset Council.</p>	
70	North Curry Parish Council	Letter provided 15 December 2021	We acknowledge at the outset that the statutory consultation period for this scheme has expired, but we wish to raise with you an issue relating to important information relevant to our expressed views which has been made known to us recently, and of which we were unaware at the time.	National Highways accepted and has carefully considered the late submission from North Curry Parish Council.	N/A
71	North Curry Parish Council	Letter provided 15 December 2021	<p>Throughout the course of the community forum and other briefings, National Highways (NH) made clear that the proposal to close every existing access point to the A.358, and to replace them with new access points at Mattock's Tree Green and Ashill, was a conclusion essentially already arrived at, being based - so we were led to assume - on evidence derived from research, including an analysis of the effects of such closures on the volume of traffic using the local highway network. In the circumstances, it was entirely reasonable for us also to assume that this evidence could only have been obtained in close and detailed co-operation with the County Council as local highway authority.</p> <p>You will remember that there was serious criticism of this proposal from the A.358 Parish Councils' Informal Group, which expressed the view that the scheme would lead to a substantial increase in traffic using the local highway network, which is inadequate for the purpose. As we pointed out in our formal response, some local roads cannot accommodate two way traffic along their entire length.</p> <p>Lest you think otherwise, this issue is important. These local roads would have a significantly increased use, as motorists travel to the only two points of access onto the new A.358. At the same time, the local network must accommodate those having to drive a longer distance to cross the new road, in order to move between existing village settlements. This disruption to the existing pattern of community life should be properly analysed, and remedial</p>	<p>National Highways has 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 benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>The traffic model was updated to reflect changes proposed for the 2022 supplementary consultation, working closely with Somerset Council. In addition to an updated Technical Traffic Note, National Highways created two new traffic interactive webmaps to help visualise how traffic patterns would affect traffic flows and a range of typical day-to-day journeys in the expected opening year of the scheme. These webmaps were available via the scheme webpage and at the three in-person public events.</p> <p>The approach on local road mitigation is detailed in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			<p>measures taken to reduce it to a minimum.</p> <p>Whenever this issue was discussed, NH defended its stance robustly, assuring its critics that the evidence in support of its proposal would be substantiated at Planning Inquiry. Certainly, for our part, we accepted at face value what we understood to be a position which could be justified by evidence.</p> <p>Following the statutory consultation., the County Council provided us with a copy of its formal response. On reading it, we were astonished by references to the stage which had been reached in the research and analysis work undertaken by NH. Far from this work having been completed, allowing NH to adopt the stance it took at the community forum briefings, the County Council noted that the position reached was very different. At para. 5.9.2, it notes: "A statement is being made to the effect that an assessment is being undertaken whether these routes are of a suitable standard to accommodate additional traffic". We highlight " ... is being undertaken whether these routes are of a suitable standard ... ", i.e. any such assessment has not yet been completed.</p> <p>Indeed, we question whether the assessment process has started. The County Council also records (at para. 5.11.3): "The (NH) note is silent upon how impacts will be robustly assessed ... to ensure solutions are developed on the basis of evidence. sec should be consulted about the assessment process that National Highways propose to employ to determine whether the local roads are of a suitable standard to accommodate additional traffic ... " We highlight the process that NH " ... propose to employ to determine whether the local roads are of a suitable standard ... ", i.e. NH is still reflecting on what form the assessment process should take and has not yet consulted the County Council on it.</p> <p>Put simply, as we interpret the County Council's response, NH has not undertaken the assessment on which it bases its proposals for the closure of local access points, although from the information provided at the community forum briefings, we are to conclude that NH will ensure that the evidence will turn out to be as NH wants it to be. Not only that, but NH has not yet agreed with the County Council the process it will adopt to make the assessment. Furthermore, the County Council in its capacity as local highway authority has not been able to make its own assessment as to whether the local roads "are of a suitable standard" because NH has not explained how the assessment process has been (or is being) designed.</p> <p>We did not appreciate how pertinent it would be when, in our own formal response to the statutory consultation, we noted {at para. 2.4 ): "It- almost - goes without saying: we expect NH to have consulted the County Council as local highway authority on the detail of its proposals, and the County Council to have given its formal approval thereto." From what we now understand, it is clear to us that neither our first expectation nor our second has been met. To state that we are disappointed is but a pale expression of how we regard the matter.</p> <p>Whether we misunderstood what we were told at the briefings or we were misinformed is scarcely relevant now. What concerns us is the conclusions which will be drawn once NH (and the County</p>		

Row ID	Consultee	Survey question or topic (if relevant)	Matters raised in response to 2021 statutory consultation. Matters copied verbatim.	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Yes, No or N/A)
			Council) have completed the research and analysis work. In particular; NH having publicly committed itself to the closure of every access point along the new route, what will be its response if the evidence which it adduces points to the fact that the local highway network is not "of a suitable standard"? Will it reconsider its apparent commitment to that closure, as it is clearly a fundamental element of its proposals? And what will be its response to any critical comments offered by the County Council in respect of the assessment process, or the evidence which emerges from it?		
72	North Curry Parish Council	Letter provided 15 December 2021	We look forward to the receipt of a substantive response. We continue to support the principle of the scheme, and would not wish to consider it necessary to oppose the application for a Development Consent Order because of an issue over misleading information shared with the community during the consultation process.	<p>National Highways welcome the general support provided for the principle of the scheme. National Highways does not consider it has presented misleading information at any stage of the consultation process, which is detailed in the Consultation Report (Document Reference 5.1).</p> <p>National Highways has analysed and had regard to all consultation responses. For the 2022 supplementary consultation, National Highways published a booklet summarising how they had regard to feedback from statutory consultation. National Highways also published a summary of feedback received following the 2022 supplementary consultation.</p> <p>Additionally, National Highways met in-person with parish councils on 26 May 2022 – the start of the 2022 supplementary consultation period – to explain the proposed changes and have continued to engage following this.</p>	N/A

## Appendix 7.1

# Draft 2022 Statement of Community Consultation Addendum (SoCC)



# A358 Taunton to Southfields Dualling Scheme Statement of Community Consultation (SoCC) Addendum – Supplementary Consultation 2022

## 1. Introduction

- 1.1 National Highways is proposing to upgrade an approximately 8.5-mile (13.6-km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality dual carriageway. This is a Nationally Significant Infrastructure Project and is therefore progressed under the Planning Act 2008.
- 1.2 We undertook a statutory consultation on our proposed application for the scheme between 12 October 2021 and 22 November 2021. In response to consultation feedback and ongoing development of the project, we have made some modifications to our proposals. We are now undertaking a supplementary consultation to gather feedback on specific elements of these modifications. This supplementary consultation is taking place from 24 May 2022 to 24 June 2022.
- 1.3 These modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.
- 1.4 The supplementary consultation will follow the principles set out in the original [Statement of Community Consultation](#) (SoCC) for the statutory consultation. This document is an addendum to the SoCC, which sets out when consultation will be held, how the local community can take part and how we will gather feedback and use it to influence our proposed preliminary design.

- 1.5 In preparing this document, in line with the development process for the 2021 SoCC, we have consulted with Somerset County Council, Somerset West and Taunton Council and South Somerset District Council and taken their views into account. These are the local authorities in the areas in which the scheme is proposed to be built and/or the scheme may significantly impact.

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## 2. Consulting the community

2.1 We carried out a statutory consultation in October and November 2021, where we sought feedback on our preliminary design for the preferred route. We consulted on all aspects of the preliminary design, with a focus on the following elements:

- Upgrades to the M5 junction 25 and the Nexus roundabout.
- A new two-lane bridge to carry Stoke Road over the A358.
- A new junction at Mattock's Tree Green.
- A new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.
- A new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses.
- An additional bridge at Griffin Lane to carry the eastbound A358 carriageway.
- A new two-lane bridge to carry Bickenhall Lane over the A358.
- A new two-lane bridge to carry Village Road over the A358.
- options to provide a connection, or not, between local villages at Capland.
- A new junction at Ashill.
- A new connection on the eastern side of the A358 to connect Stewley with the Ashill junction.
- A new parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane.
- Southfields roundabout connection and improvements.
- Proposals for walkers, cyclists, horse-riders and disabled users, including a new cycle route that would run from Henlade to the Southfields roundabout making use of the local road network and new off-road routes.
- Proposals for construction phasing.
- The information and proposed mitigation presented in the Preliminary Environmental Information (PEI) Report.

2.2 A summary of feedback from the 2021 statutory consultation and how this has influenced proposed modifications to date will be published as part of the suite of materials for this supplementary consultation, as outlined in this document.

2.3 The 2021 SoCC and further details of previous consultations are available to view at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

### 3. Who we are consulting with

3.1 The supplementary consultation will run from Tuesday 24 May to Friday 24 June 2022, at 23:59.

3.2 The changes to the proposals since the statutory consultation sit in the following broad categories:

- Modifications to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety.
- Changes to our proposals for walking, cycling, horse-riding and disabled-user access.
- Changes to the environmental mitigation proposed as part of the scheme.
- Change to the location of the main construction compound.
- Minor modifications which address feedback from landholders and further consideration to how we would construct the project.

3.3 These modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.

3.4 A single supplementary consultation process will be carried out on these changes in order to ensure a consistent approach and reduce the number of individual consultations that respondents would need to participate in.

3.5 For the supplementary consultation, we have used the same rationale for the consultation mailing zone as was outlined in the 2021 SoCC. This has been agreed with Somerset County Council, South Somerset District Council and Somerset West and Taunton Council.

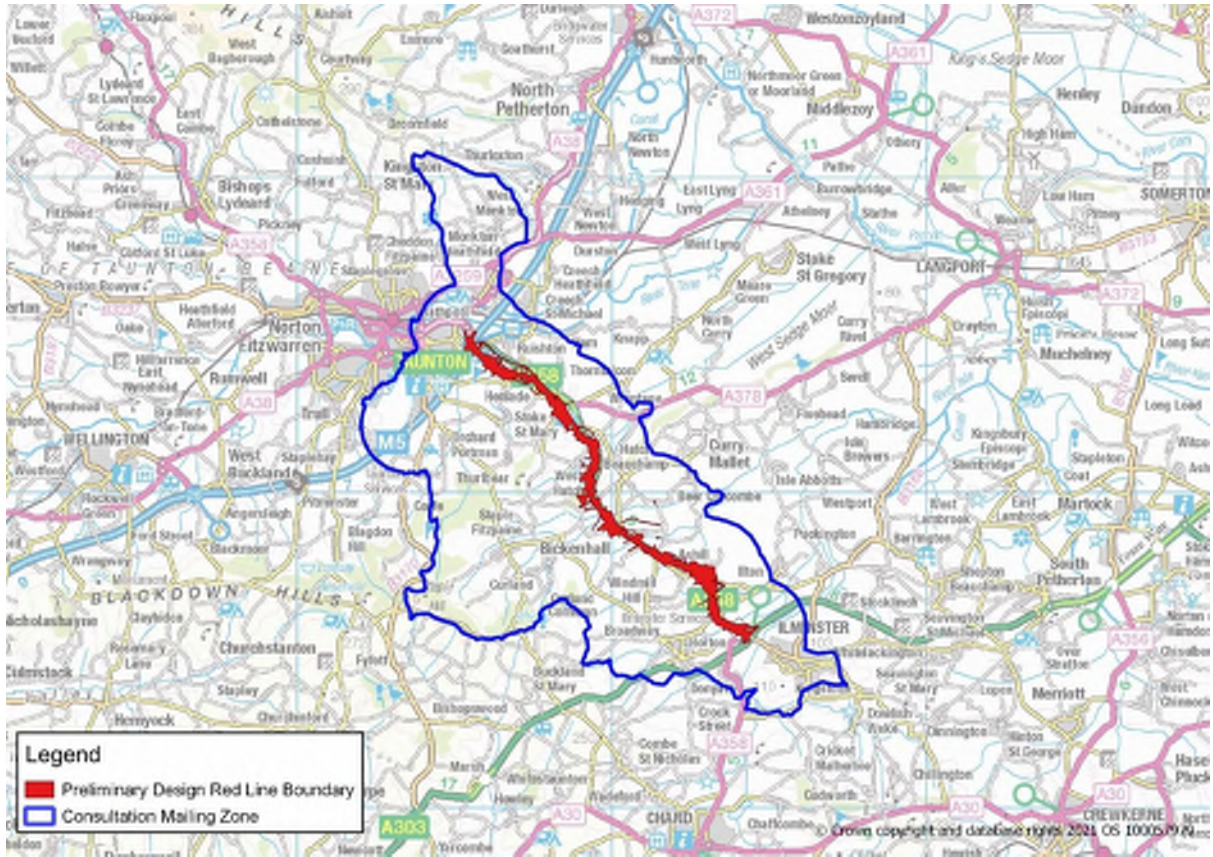
3.6 The consultation mailing zone is defined by:

- all addresses within a 1.5km (0.9 mile) radius of the extent of preliminary design (the red line boundary)
- all addresses that fall within the host civil parishes for the scheme – those whose boundaries are within the red line boundary
- where there is no host civil parish, all addresses in the equivalent district council ward

3.7 The consultation mailing zone is shown in Figure 1. Host parish council and district council boundaries in relation to the mailing zone are shown in Appendix B.



Figure 1: Consultation mailing zone [note below is not the final mailing zone map]



The consultation mailing zone above is for illustrative purposes only. Exact limits of the zone to be refined in accordance with parish, village and road boundaries.

**4. Who can take part**

- 4.1 Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account. Your feedback will help us to shape our proposals before we submit our application for a Development Consent Order.

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## 5. How will we consult?

5.1 Details of how we will formally consult with stakeholders, landholders and the local community as part of the supplementary consultation are included in Table 1 below.

**Table 1: Consultation activities**

Method	Detail
<b>Raising awareness</b>	
<b>Postcard mailings</b>	<p>In advance of the supplementary consultation, we will send a postcard to all residential and business addresses within the consultation mailing zone outlined in Figure 1. The postcard will include:</p> <ul style="list-style-type: none"> <li>• a link to the scheme webpage</li> <li>• details of the consultation events</li> <li>• information on how to pre-register for paper copies of consultation materials (see Table 2 for details of which documents will be available free of charge)</li> </ul> <p>A similar email will be sent to users who have registered for updates via the scheme's webpage and expressed an interest to stay in touch.</p> <p>A second postcard will be sent and emails issued at the start of the consultation period to advise that the consultation is live.</p>
<b>Stakeholder briefings</b>	<p>As part of the consultation, we will offer to brief the following stakeholders about the supplementary consultation and how people can get involved:</p> <ul style="list-style-type: none"> <li>• Elected representatives including the host Members of Parliament (MPs), local authority members and parish councils.</li> <li>• Members of the A358 Community Forum.</li> <li>• Those with an interest in the land that we anticipate we will need to build the scheme or within the draft boundary of the scheme.</li> </ul>
<b>Hard-to-reach groups update</b>	<p>We will contact organisations on our hard-to-reach groups list (see Appendix A) by email or phone in advance of the consultation to raise awareness of the consultation activities. We will then email these organisations at the start of the consultation to advise that the consultation is live.</p>

<b>Making information available</b>	
<b>Virtual exhibition</b>	<p>At the start of the consultation period, we will launch an online virtual exhibition room. This tool will allow users to virtually move around a 360-degree replica of an event and interact with materials, including display banners, video and technical documents. A link to the online feedback questionnaire will be provided within the virtual exhibition room. The virtual exhibition room will be open 24/7 during the consultation period.</p>
<b>Dedicated consultation webpage</b>	<p>All consultation documents and the online feedback questionnaire will be made available on our dedicated Citizen Space webpage. The webpage will be made available on the first day of the consultation period. The Citizen Space webpage will be accessible via the scheme webpage: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p>
<b>Question &amp; Answer webinars</b>	<p>We will hold a series of question and answer (Q&amp;A) webinar sessions where specialists from the project team will present the changes to the design and answer questions.</p> <p>The dates and times for the sessions are as follows:</p> <p>Webinar 1 – Wednesday 25 May – 12:30pm  Webinar 2 – Tuesday 7 June – 12:30pm  Webinar 3 – Thursday 9 June – 7pm  Webinar 4 – Tuesday 14 June – 7pm</p> <p>The sessions will be advertised on the project webpage, in consultation publicity materials and promoted via press and social media.</p> <p>Comments made via the Q&amp;A webinars will not be considered as formal responses to the consultation. This will be made clear as part of the presentation at each webinar and people will be directed towards the feedback channels listed in section 6 of this SoCC.</p>
<b>Consultation events (face-to-face)</b>	<p>We will hold face-to-face consultation events to supplement the virtual exhibition room. These will take place in line with government guidelines in place at the time.</p> <p>The dates, times and venues for the events are as follows:</p> <ul style="list-style-type: none"> <li>• Taunton Racecourse, Orchard Portman, Taunton TA3 7BL – Thursday 26 May from 11am to 8pm</li> <li>• Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT – Wednesday 8 June from 11am to 8pm</li> <li>• THIRD VENUE BEING RESEARCHED – Saturday 11 June from 11am to 6pm</li> </ul>

	Printed copies of the consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the consultation booklet and feedback questionnaire and submit hard copy feedback questionnaires at the events.
<b>Video/telephone call</b>	Members of the public will be able to request a call back from a member of the project team (subject to availability) by calling our customer contact centre on 0300 123 5000 (lines are open 24 hours a day) or by emailing <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
<b>Publicity</b>	
<b>Method</b>	<b>Detail</b>
<b>Press releases</b>	<p>Press releases publicising the upcoming consultation and how the community and road users can get involved will be issued to the following key outlets:</p> <ul style="list-style-type: none"> <li>• Somerset County Gazette</li> <li>• Somerset Live</li> <li>• Chard and Ilminster News</li> <li>• The Western Gazette</li> <li>• BBC Radio Somerset</li> <li>• ITV News West Country</li> <li>• BBC Points West and Spotlight</li> </ul>
<b>Email and letters</b>	<p>At the start of the consultation period, we will send either emails or letters about the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• host constituency and neighbouring constituency area MPs</li> <li>• elected representatives at Somerset County Council, South Somerset District Council and Somerset West and Taunton Council</li> <li>• host parish councils</li> <li>• local authorities and parish councils adjacent to host local authorities and parish councils</li> </ul>
<b>Advertisements</b>	<p>Adverts to publicise the supplementary consultation will be published twice in locally circulating newspapers.</p> <p>Public notices will also be placed in at least ten publicly accessible locations along the proposed route of the scheme.</p>
<b>Social media</b>	<p>We will promote the consultation on National Highways' South West Twitter and Facebook accounts, @HighwaysSWEST. Consultation feedback will not be accepted through social media channels and people will be directed towards the official channels for feedback.</p>

- 5.2 Any activity(ies) that cannot be undertaken due to circumstances beyond our control, for example owing to the COVID-19 pandemic, where possible will be substituted with similar activity(ies) and advertised in local newspapers (via press release) circulating in the vicinity of the scheme. Any activity changes will also be published on National Highways' South West Twitter and Facebook accounts, @HighwaysSWEST.

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## 6. How to respond to consultation

- 6.1 A feedback questionnaire will be produced to help people provide comments on the scheme design. The questionnaire can be completed online via the scheme's webpage: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).
- 6.2 Hard copy feedback forms can be collected at one of the designated information points, at the in-person events or requested by:
- calling us on 0300 123 5000
  - emailing us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
  - The questionnaire can be returned free of charge using the freepost response address: FREEPOST A358 TAUNTON TO SOUTHFIELDS (the address must be written in capital letters and you do not need a stamp).
  - Alternatively, feedback can be provided by email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- 6.3 All responses must be received by **Friday 24 June at 23:59**. Responses received after that date may not be considered.



## 7. Information available at and details of local display/deposit locations

7.1 We will make the following documents available as part of the consultation:

**Table 2: Consultation documents**

Document	Detail
<b>Consultation booklet</b>	<p>Written in plain English, this document will provide a summary of the proposals including:</p> <ul style="list-style-type: none"> <li>• a description of the proposed development</li> <li>• information about design modifications since the statutory consultation</li> <li>• information about the potential benefits, effects and impacts of the proposed design modifications and how we propose to mitigate any potential impacts</li> <li>• signposts for readers to more detailed information reports and how to provide feedback on the proposed scheme</li> </ul> <p>This document will be available online and in hard copy at the designated public information points or on request.</p>
<b>Summary of changes booklet</b>	<p>This document will outline other changes being made but not forming part of the supplementary consultation.</p>
<b>Responding to feedback from our 2021 consultation</b>	<p>This document will provide a summary of the feedback from the 2021 statutory consultation and how that feedback has influenced proposals at this stage.</p>
<b>Feedback questionnaire</b>	<p>The feedback questionnaire will be available for consultees to provide their feedback on specific aspects of the development. It will be available online, and in hard copy at the designated public information points or on request.</p>
<b>Traffic and environment notes</b>	<p>We will update the traffic technical note which formed part of the statutory consultation so that it covers the changes. We will also publish an environment note which will identify the potential environmental impacts of the changes proposed. This will be a supplement to the PEI Report published as part of the 2021 statutory consultation.</p>
<b>A set of plans of the scheme</b>	<p>We will publish updated plans, which will provide details of the designs for the scheme, including a plan showing the proposed route of the application. The list of plans include:</p>



	<ul style="list-style-type: none"> <li>walking, cycling and horse-riding, including disabled users, strategy drawings</li> <li>general arrangement plans</li> <li>profile and profile drawings</li> </ul>
<b>Map of the route</b>	This will highlight where the proposed route is located.
<b>Statement of Community Consultation (SoCC) addendum</b>	This SoCC addendum document will be made available as part of the consultation.

7.2 We will make these consultation documents available to view in the following ways:

**Table 3: Methods to make consultation documents available**

<b>Method</b>	<b>Detail</b>
<b>Project webpage</b>	All consultation documents will be available via the project's webpage which can be found at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> .
<b>Public information points</b>	<p>The following documents will be available to pick up at public information points:</p> <ul style="list-style-type: none"> <li>Consultation booklets</li> <li>Responding to your feedback from the 2021 consultation booklets</li> <li>Feedback questionnaires</li> </ul> <p>The public information point locations are as follows:</p> <ul style="list-style-type: none"> <li>Taunton Library, Paul Street, Taunton TA1 3XZ</li> <li>South Petherton Library, 3 St James's Street, South Petherton TA13 5BS</li> <li>Martock Library, North Street, Martock TA12 6DL</li> <li>Priorswood Library, Hillside Children's Centre, Eastwick Rd, Taunton TA2 7HD</li> <li>Iminster Library, Ditton Street, Iminster TA19 0BW (hard copy of the technical notes, set of plans and summary of changes booklet will also be available for inspection at this location)</li> <li>Chard Library, Holyrood Street, Chard TA20 2YA</li> <li>Somerset County Council mobile library</li> <li>Iminster Meeting House &amp; Arts Centre, 35 East Street, Iminster TA19 0AN</li> <li>Henlade Post Office, Henlade, Taunton TA3 5DH</li> </ul>

	<ul style="list-style-type: none"> <li>• Blackbrook Leisure Centre &amp; Spa, Blackbrook Way, Taunton TA1 2RW</li> <li>• Somerset West and Taunton Council, Deane House, Belvedere Road, Taunton, Somerset TA1 1HE (hard copy of the technical notes, set of plans and summary changes booklet will also be available for inspection at this location)</li> </ul> <p>These documents will also be sent to host parish councils (where agreed).</p> <p>We will check, by telephone and/or in-person, on a weekly basis that consultation documentation remains at the public information points throughout the consultation period.</p>
<p><b>Requests for documents</b></p>	<p>As outlined in Table 1, prior to the launch of consultation people will be able to pre-register to receive hard copies of documents on the launch of consultation. Paper copies of the consultation booklet, responding to feedback from the 2021 consultation booklet, other changes booklet, feedback questionnaire and this SoCC addendum will be supplied free of charge; however, there may be a charge of up to £200 for paper copies of other consultation materials.</p>

## 8. Next steps

- 8.1 We will record and carefully consider all responses received during the consultation. Responses will be taken into account in finalising our application before we submit it to the Planning Inspectorate.
- 8.2 We will summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received and outline any changes made as a result of consultation. The Consultation Report forms part of our submission to the Planning Inspectorate.
- 8.3 The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether our consultation has been adequate.
- 8.4 For more information visit our scheme webpage: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields), where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

## Your data, your rights

- 8.5 On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored. National Highways adheres to the government’s consultation principles and the Planning Act 2008 as required and may collect personal data to help shape development of highways schemes. Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete. Under the GDPR regulations you have the following rights:
  - Right of access to the data (Subject Access Request)
  - Right for the rectification of errors
  - Right to erasure of personal data – this is not an absolute right under the legislation
  - Right to restrict processing or to object to processing
  - Right to data portability
- 8.6 If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

- 8.7 You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.
- 8.8 If you would like more information about how we manage data, or a copy of our privacy notice, please contact:  
[DataProtectionAdvice@nationalhighways.co.uk](mailto:DataProtectionAdvice@nationalhighways.co.uk).

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## **Appendix A: Hard-to-reach groups**

### **Economically challenged and socially deprived communities**

ARC  
Charis Refugees  
Community Council for Somerset  
Samaritans of Taunton and Somerset  
Somerset Association of Trade Councils  
Spark Somerset  
Taunton Open Door  
The Gooch Charitable Trust  
Unite the Union - Taunton Office

### **Youth groups**

Girl Guiding Somerset County  
HQ Somerset Army Cadets  
Scouting Somerset County  
Somerset UK Youth Parliament  
Young Farmers Association (Somerset)  
Young Somerset (was Somerset Rural Youth Project)  
YMCA Taunton

### **Elderly groups**

Age UK – Somerset  
Kinship Care Support Group Taunton  
Somerset Social Group  
Taunton U3A  
UK Pensioners Forum

### **Time constrained, working parents**

Kinship Support Group Somerset

### **LGBTQ+ Groups**

2BU Somerset  
Families and Friends of Lesbians and Gay Men (FFLAG)  
GMG Southwest  
Somerset Lesbian Network  
Taunton Gay Group

### **People with disabilities**

Compass Disability Services  
Discovery UK  
ESCAPE Support Group  
Learning disability forum in Somerset  
Somerset Carers Service  
Somerset Disability Engagement Services  
Somerset Dyslexia Association  
Somerset SENDIAS Somerset Sight  
Taunton & Bridgwater Deaf Group  
Taunton & District Mencap Society Taunton Autism Support Group

Taunton Opportunity Group

**BAME Groups**

Diversity Voice

Somerset Diverse Communities (Part of Community Council for Somerset)

**Holiday homeowners, tourists, visitors and travellers groups**

Taunton Visitor Centre

Visit Somerset

**Gypsy/Traveller Groups**

Friends, Families and Travellers

Somerset Gypsy and Traveller Forum

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## Introduction:

The below provides a list of PILs that were consulted as part of the targeted statutory consultation(s) held between 22 November 2021 and 24 May 2022. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### **PILs consulted during targeted statutory consultations between November 2021 and May 2022:**

PIL ID 5	PIL ID 17	PIL ID 24	PIL ID 68
PIL ID 70	PIL ID 83	PIL ID 115	PIL ID 121
PIL ID 122	PIL ID 139	PIL ID 145	PIL ID 198
PIL ID 245	PIL ID 246	PIL ID 305	PIL ID 320
PIL ID 428	PIL ID 453	PIL ID 455	PIL ID 473
PIL ID 474	PIL ID 475	PIL ID 476	PIL ID 679
PIL ID 746	PIL ID 753	PIL ID 754	PIL ID 787
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PIL ID 2231	PIL ID 2255	PIL ID 2278	PIL ID 2310
PIL ID 2315	PIL ID 2329	PIL ID 2358	PIL ID 2367
PIL ID 2389	PIL ID 2399	PIL ID 2402	PIL ID 2406
PIL ID 2408	PIL ID 2411	PIL ID 2412	PIL ID 2421
PIL ID 2422	PIL ID 2425	PIL ID 2426	PIL ID 2445
PIL ID 2447	PIL ID 2448	PIL ID 2452	PIL ID 2458
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PIL ID 2507	PIL ID 2535	PIL ID 2565	PIL ID 2567
PIL ID 2579	PIL ID 2591	PIL ID 2593	PIL ID 2594
PIL ID 2595	PIL ID 2596	PIL ID 2621	PIL ID 2622
PIL ID 2634	PIL ID 2689	PIL ID 2812	PIL ID 2908
PIL ID 2942	PIL ID 3010	PIL ID 3042	PIL ID 3059
PIL ID 3069	PIL ID 3071	PIL ID 3224	PIL ID 3230
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PIL ID 3907	PIL ID 3908	PIL ID 3909	PIL ID 3910

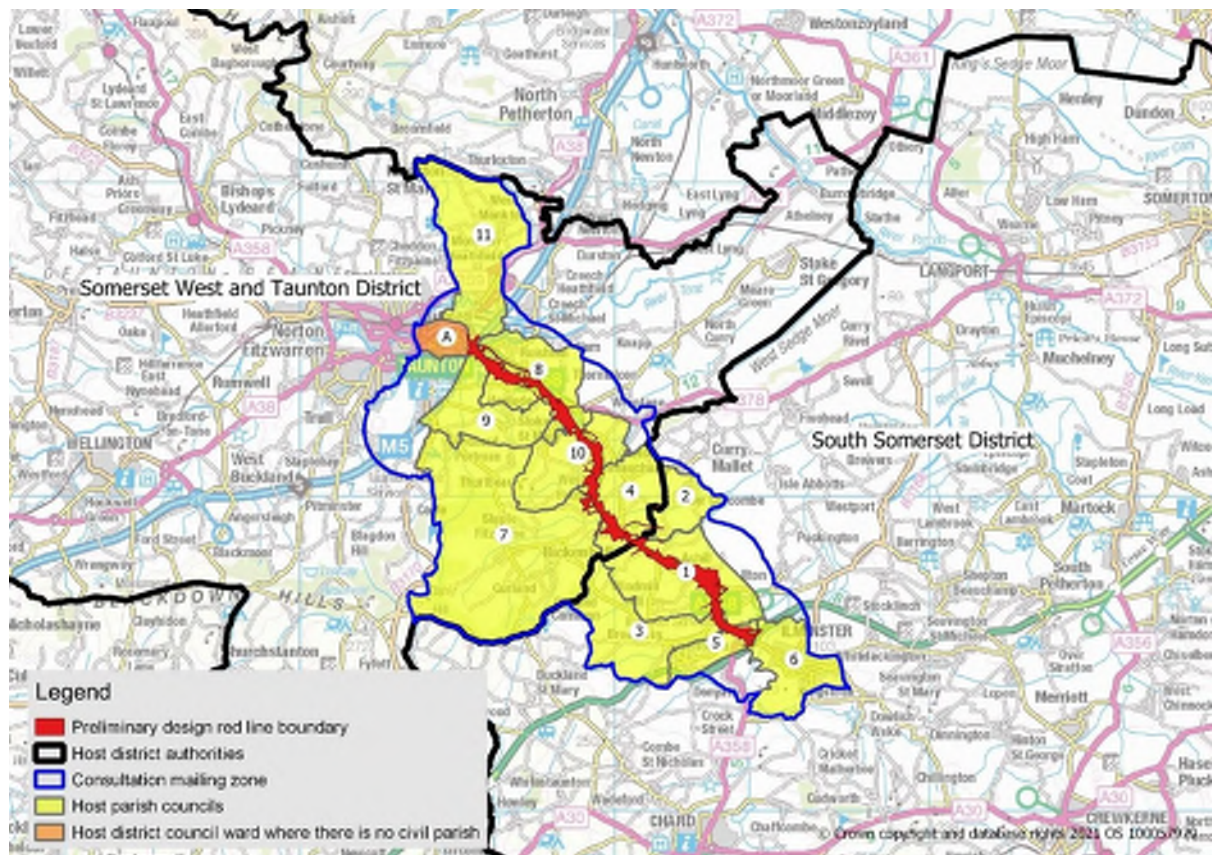
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PIL ID 3911	PIL ID 3912	PIL ID 3913	PIL ID 3914
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PIL ID 3983	PIL ID 3984	PIL ID 3985	PIL ID 3986
PIL ID 3987	PIL ID 3988	PIL ID 3989	PIL ID 3990
PIL ID 3991	PIL ID 3992	PIL ID 3993	PIL ID 3994
PIL ID 3995	PIL ID 3996	PIL ID 3997	PIL ID 3998
PIL ID 3999			



## Appendix B: Host parish council and district council boundaries in relation to consultation mailing zone

[Note map below not final version]



### Host Parish Councils

- 1) Ashill Parish Council
- 2) Beercrocombe Parish Council
- 3) Broadway Parish Council
- 4) Hatch Beachamp Parish Council
- 5) Horton Parish Council
- 6) Ilminster Town Council
- 7) Neroche Parish Council (note: Bickenhall is the host civil parish but as it is part of a grouped council, Neroche Parish Council, the entire boundaries of this council has been included)
- 8) Ruishton, Thornfalcon & Henlade Parish Council
- 9) Stoke St Mary Parish Council
- 10) West Hatch Parish Council
- 11) West Monkton Parish Council

### Host District Council ward where there is no civil parish

- A) Halcon & Lane ward

## Appendix 7.2

**Copy of letter via email to Somerset County Council, South Somerset Council and Somerset West and Taunton Council regarding consultation on the draft 2022 Statement of Community Consultation (SoCC) Addendum**



Dear

## **A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME**

I am writing to you regarding National Highways proposed A358 Taunton to Southfields Dualling Scheme which proposes to upgrade an 8.5 mile section of the A358 between Southfields Roundabout on the A303 and the M5 at Taunton, to a high-quality dual carriageway.

The proposed scheme is identified as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as amended) (the 2008 Act) and therefore we are required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate ('the Inspectorate'). We intend to make our application for a DCO later this year.

In response to feedback to our statutory consultation, which took place between 12 October 2021 and 22 November 2021 and ongoing development of the project, we have made some modifications to our proposals. We intend to undertake a supplementary consultation to gather feedback on specific elements of these modifications.

This is a non-statutory supplementary consultation, which includes some statutory elements as the modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.

We are mirroring the statutory consultation process where practical and proportionate. We are therefore sharing the content of our draft 'Statement of Community Consultation (SoCC)' addendum and invite the relevant host local authorities to comment. The SoCC addendum details our approach to consultation, setting out how and when we will consult the local community and the channels available to respond to our consultation.

This is an opportunity for you to share your views on our approach to supplementary consultation. We will take these into account in developing and finalising the document in advance of it being published. We will record how we have considered your views by responding to you directly in writing, and in our Consultation Report which forms part of our application for a DCO to the Planning Inspectorate.

Please respond to this letter with your comments on the draft SoCC addendum by 11.59pm on Tuesday 19 April.

Please provide any comments and suggested amendments in track changes on the attached draft SoCC addendum. Doing so will assist us in ensuring these are recorded and considered.

If you wish to discuss the content of this letter, please do not hesitate in contacting me using the contact details provided as soon as possible to support provision of your comments by Tuesday 19 April as this deadline cannot be extended.

I look forward to hearing from you.

Yours sincerely

**Katherine Liddington**  
**Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email: [Katherine.Liddington@highwaysengland.co.uk](mailto:Katherine.Liddington@highwaysengland.co.uk)**  
**Tel: 0300 123 5000**

**Enc.**

1. Copy of the draft SoCC addendum (**in MS Word Format**)

## Appendix 7.3

**Copy of joint response received from Somerset County Council, Somerset West and Taunton Council and South Somerset District Council regarding consultation on the draft 2022 Statement of Community Consultation (SoCC) Addendum – 19 April 2022**

██████████  
Programme Support - Regional Investment  
Programme South West  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

**Please ask for:**

██████████

**Email:**

██

**Direct Dial:**

██████████

**Date:** 19<sup>th</sup> April 2022

By e-mail only

Dear ██████,

**Re: A358 Taunton to Southfields Dualling Scheme Draft SoCC Addendum**

Thank you for the opportunity to comment on the Draft Statement of Community Consultation (SoCC) Addendum for the A358 Taunton to Southfields dualling scheme. Please see the collective responses from Somerset County Council (SCC), South Somerset District Council (SSDC) and Somerset West and Taunton (SWaT) below.

<b>Paragraph/Figure/Table</b>	<b>Comment</b>
Paragraph 1.2	<p>We welcome National Highways commitment to a further round of consultation to gather feedback on specific elements of the modifications undertaken to the design and other supporting information since Statutory Consultation in Autumn 2021, including:</p> <ul style="list-style-type: none"><li>• Modifications to proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows (Transport Modelling) and safety.</li><li>• Changes to proposals for walking, cycling, horse-riding and disabled-user access.</li><li>• Changes to the environmental mitigation proposed as part of the scheme.</li></ul>

	<ul style="list-style-type: none"> <li>• Change to the location of the main construction compound.</li> <li>• Minor modifications which address feedback from landholders and further consideration to how you propose to construct the project.</li> </ul> <p>This further consultation should help inform the scheme as well as stakeholders and help provide solutions to some of the issues raised, thereby hopefully saving time when it comes to the formal Public Inquiry.</p>
Paragraph 1.3	We note the modifications have resulted in amendments to the scheme boundary. Please make a digital/GIS layer of the updated Red Line Boundary available to the Councils for the purposes of informing future property search responses and ensuring National Highways are informed of any planning applications that might be submitted within this new (as well as the original) boundary area.
Paragraph 3.1	We note the proposed consultation period will last 4 weeks and 3 days. We also note that with regard to the Preliminary Environmental Issues Report (PEIR), which constituted the bulk of the material made available during Statutory Consultation in 2021, as part of this additional consultation a single environment note will be made available which will identify the potential environmental impacts of the changes proposed. Whilst we note statutory requirements for statutory consultation on DCOs is 28 days and that this an additional consultation exceeding your consultation requirements, we would encourage National Highways to allow the maximum amount of time available to ensure responders have as much time as possible to consider the additional consultation material, including cross-referencing with previous iterations. One such opportunity may be to extend the deadline from Friday 24 <sup>th</sup> at 11.59pm to Sunday 26 <sup>th</sup> or Monday 27 <sup>th</sup> at 12 Noon. We also note that there is a long bank holiday at the beginning of June
Paragraph 3.7	National Highways should note that there is a proposal to change the Parish boundaries within the new Unitary Authority. SWaT Council has agreed to promote that a new parish (to be named 'Taunton Parish') be established to serve with effect from 1 April 2023. The purpose for this is to create a single parish to serve the currently unparished areas of Taunton. It is proposed that the first elections to the proposed new



	<p>Parish Council for Taunton should be held on the ordinary day of elections (the first Thursday in May) in 2023. The Working Group on this matter has recommended that several parish councils or areas within parish councils become part of the new Taunton council including -</p> <ul style="list-style-type: none"> <li>• The entire area of Comeytrowe Parish, meaning the abolition of Comeytrowe Parish Council;</li> <li>• The Killams Green area, currently within Trull Parish Council area;</li> <li>• The urban area covered within the Maidenbrook Ward of Cheddon Fitzpaine Parish Council, including several sites earmarked for housing development in the near future;</li> <li>• The urban parts of Staplegrove Parish, including the entirety of the forthcoming development in the north-west corner of Taunton;</li> <li>• A small southern portion of the Kingston St. Mary Parish area, representing part of the proposed Staplegrove East development;'</li> <li>• The Hankridge Retail Park, Creech Castle and the associated Toneway Road, currently within West Monkton Parish.</li> </ul> <p>It might be therefore, that come the Public Inquiry, there will be different representations and different Parish dynamics.</p>
<p>Table 1: Consultation Activities (Postcard Mailings)</p>	<p>The Community of Parishes have previously raised concerns about the short notice they had regarding the timing of the Statutory Consultation. Please can you ensure that as much advance warning as possible is given.</p>
<p>Table 1: Consultation Activities (Postcard Mailings)</p>	<p>Suggest that all those who commented at the Statutory Consultation should be notified by email or postcard if no email address. Some may not have registered for updates via the web page.</p>
<p>Table 1: Consultation Activities (Stakeholder briefings)</p>	<p>We would suggest extending stakeholder briefings to including commercial interests, including those people with businesses that are going to be affected either directly or indirectly by the project. There are a number of business concerns that fit into this category and these</p>



	people, those owners, are stakeholders as well and so should have the right to hear first-hand about the proposals.
Table 1: Consultation Activities (Table 1: Consultation Activities (Virtual Exhibition))	Please ensure that there are clear instructions for those using the online exhibition. A common complaint with the ‘virtual exhibition’ from the previous statutory consultation was the ability to actually find relevant information and documentation. We would be happy to trial the material in advance of consultation if that would be useful.
Table 1: Consultation Activities (Dedicated Consultation Webpage)	Please ensure that there are clear instructions for those using the online consultation. How to access the appendices and figures was not immediately clear during the Stat Consultation.  A ‘download all’ function would also be useful.
Table 1: Consultation Activities (Email & Letters)	Consideration should be given to proactively notifying all parish and town councils that have either been consulted previously or have engaged with the project to date.
Paragraph 2.1 and Table 1	Please ensure the consistent use of terminology and acronyms, such as PEIR/PEI Report. Given the previous prominence of the PEIR at the 2021 Statutory Consultation, further explanation on how this will or is being updated in line with the evolving design and updates on additional surveys undertaken since Statutory Consultation would be beneficial.

We are supportive of the overall approach to community consultation being proposed by National Highways through this additional round of public and stakeholder consultation. We would, however, urge that where there are opportunities to do more, such as mobile exhibitions in public places, this should be encouraged and would be welcomed by the Councils. One such option may be to consider the Retail Park on the western side of junction 25 of the M5 as a potential location for further public engagement (subject to landowner and other appropriate consents). This is at the end of your proposed route, but given the number of large national retailers present at the site and its close proximity to the proposed new road, this would present an excellent opportunity for public consultation and feedback.

**Somerset County Council**

County Hall, Taunton  
Somerset, TA1 4DY



I hope that you find these comments useful and will consider the points raised above. Please do not hesitate to contact me should you require any further help or clarification in this matter.

Yours Sincerely,

[REDACTED]

**Development Consent Order (DCO) Planner**

Economic and Community Infrastructure Operations  
Somerset County Council

Tel: [REDACTED]

Email : [REDACTED]

**CC: South Somerset District Council, [REDACTED]  
Somerset West & Taunton, [REDACTED]**

## Appendix 7.4

# Published 2022 Statement of Community Consultation (SoCC) Addendum



# A358 Taunton to Southfields Dualling Scheme Statement of Community Consultation (SoCC) Addendum – Supplementary Consultation 2022

## 1. Introduction

- 1.1 National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. This is a Nationally Significant Infrastructure Project and is therefore progressed under the Planning Act 2008.
- 1.2 We undertook a statutory consultation on our proposed application for the scheme between 12 October 2021 and 22 November 2021. In response to consultation feedback and ongoing development of the project, we have made some modifications to our proposals. We are now undertaking a supplementary consultation to gather feedback on specific elements of these modifications. This supplementary consultation is taking place from 24 May 2022 to 26 June 2022.
- 1.3 These modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.
- 1.4 The supplementary consultation will follow the principles set out in the original [Statement of Community Consultation](#) (SoCC) for the statutory consultation. This document is an addendum to the SoCC, which sets out when consultation will be held, how the local community can take part and how we will gather feedback and use it to influence our proposed preliminary design.

- 1.5 In preparing this document, in line with the development process for the 2021 SoCC, we have consulted with Somerset County Council, Somerset West and Taunton Council and South Somerset District Council and taken their views into account. These are the local authorities in the areas in which the scheme is proposed to be built and/or the scheme may significantly impact.

## 2. Consulting the community

2.1 We carried out a statutory public consultation in October and November 2021, where we sought feedback on our preliminary design for the preferred route. We consulted on all aspects of the preliminary design, with a focus on the following elements:

- Upgrades to the M5 junction 25 and the Nexus roundabout.
- A new two-lane bridge to carry Stoke Road over the A358.
- A new junction at Mattock's Tree Green.
- A new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.
- A new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses.
- An additional bridge at Griffin Lane to carry the eastbound A358 carriageway.
- A new two-lane bridge to carry Bickenhall Lane over the A358.
- A new two-lane bridge to carry Village Road over the A358.
- options to provide a connection, or not, between local villages at Capland.
- A new junction at Ashill.
- A new connection on the eastern side of the A358 to connect Stewley with the Ashill junction.
- A new parallel road on the western side of the A358 to connect Broadway Street and Thickthorn Lane.
- Southfields roundabout connection and improvements.
- Proposals for walkers, cyclists, horse-riders and disabled users, including a new cycle route that would run from Henlade to the Southfields roundabout making use of the local road network and new off-road routes.
- Proposals for construction phasing.
- The information and proposed mitigation presented in the Preliminary Environmental Information (PEI) Report.

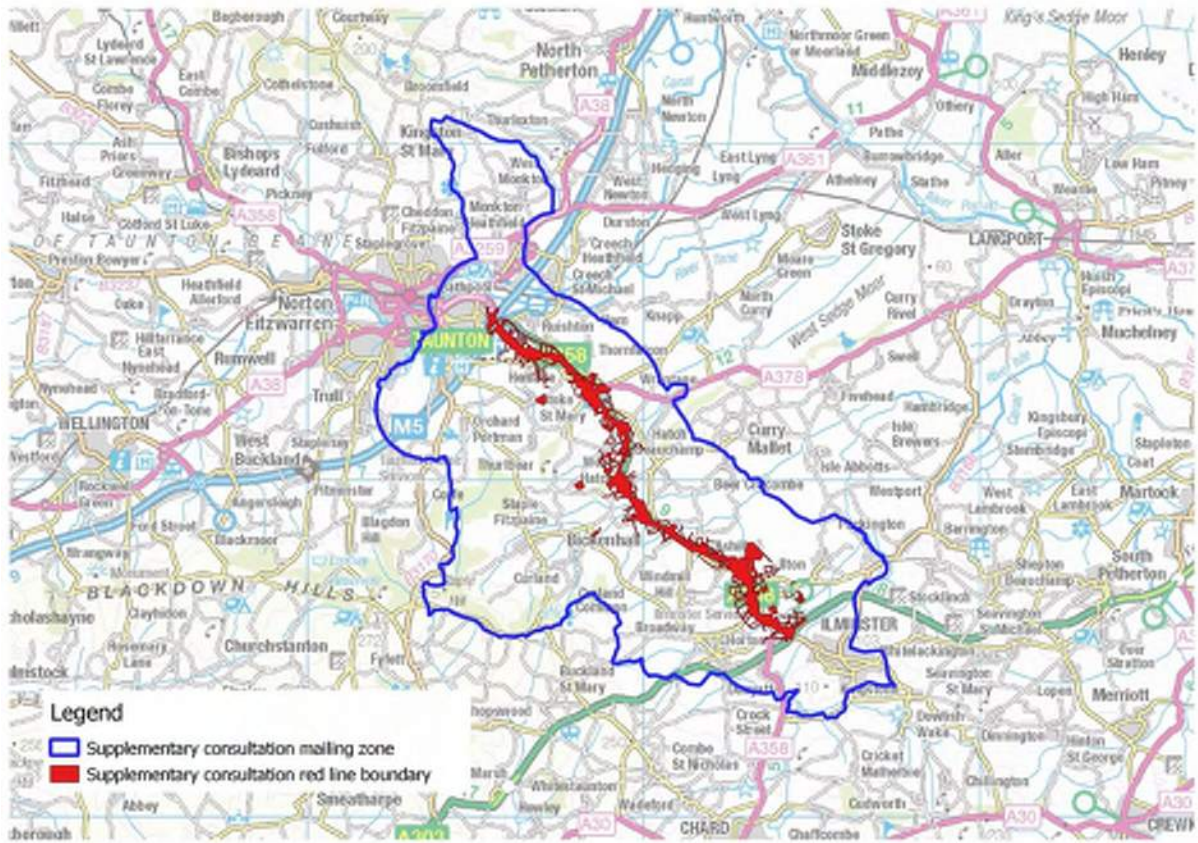
2.2 A summary of feedback from the 2021 statutory public consultation and how this has influenced proposed modifications to date will be published as part of the suite of materials for this supplementary consultation, as outlined in this document.

2.3 The 2021 SoCC and further details of previous consultations are available to view at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

### **3. Who we are consulting with**

- 3.1 The supplementary consultation will run from Tuesday 24 May to Sunday 26 June 2022, at 23:59.
- 3.2 The changes to the proposals since the statutory consultation sit in the following broad categories:
- Modifications to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety.
  - Changes to our proposals for walking, cycling, horse-riding and disabled-user access.
  - Changes to the environmental mitigation proposed as part of the scheme.
  - Change to the location of the main construction compound.
  - Minor modifications which address feedback from landholders and further consideration to how we would construct the project.
- 3.3 These modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.
- 3.4 A single supplementary consultation process will be carried out on these changes in order to ensure a consistent approach and reduce the number of individual consultations that respondents would need to participate in.
- 3.5 For the supplementary consultation, we have used the same rationale for the consultation mailing zone as was outlined in the 2021 SoCC. This has been agreed with Somerset County Council, South Somerset District Council and Somerset West and Taunton Council.
- 3.6 The consultation mailing zone is defined by:
- all addresses within a 1.5km (0.9 mile) radius of the extent of preliminary design (the red line boundary)
  - all addresses that fall within the host civil parishes for the scheme – those whose boundaries are within the red line boundary
  - where there is no host civil parish, all addresses in the equivalent district council ward
- 3.7 The consultation mailing zone is shown in Figure 1. Host parish council and district council boundaries in relation to the mailing zone are shown in Appendix B.

Figure 1: Consultation mailing zone



*The consultation mailing zone above is for illustrative purposes only. Exact limits of the zone to be refined in accordance with parish, village and road boundaries.*



#### **4. Who can take part**

- 4.1 Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account. Your feedback will help us to shape our proposals before we submit our application for a Development Consent Order.

## 5. How will we consult?

5.1 Details of how we will formally consult with stakeholders, landholders and the local community as part of the supplementary consultation are included in Table 1 below.

**Table 1: Consultation activities**

Method	Detail
<b>Raising awareness</b>	
<b>Postcard mailings</b>	<p>In advance of the supplementary consultation, we will send a postcard to all residential and business addresses within the consultation mailing zone outlined in Figure 1. The postcard will include:</p> <ul style="list-style-type: none"> <li>• a link to the scheme webpage</li> <li>• details of the consultation events</li> <li>• information on how to pre-register for paper copies of consultation materials (see Table 2 for details of which documents will be available free of charge)</li> </ul> <p>A similar email will be sent to users who have registered for updates via the scheme’s webpage and to 2021 public consultation respondents who expressed an interest to stay in touch via email.</p> <p>A second postcard will be sent and emails issued at the start of the consultation period to advise that the consultation is live.</p>
<b>Stakeholder briefings</b>	<p>As part of the consultation, we will offer to brief the following stakeholders about the supplementary consultation and how people can get involved:</p> <ul style="list-style-type: none"> <li>• Elected representatives including the host Members of Parliament (MPs), local authority members and parish councils.</li> <li>• Members of the A358 Community forum, the Walking, cycling and horse-riding forum and the Business forum.</li> <li>• Those with an interest in the land that we anticipate we will need to build the scheme or within the draft boundary of the scheme.</li> </ul>

<p><b>Hard-to-reach groups update</b></p>	<p>We will contact organisations on our hard-to-reach groups list (see Appendix A) by email or phone in advance of the consultation to raise awareness of the consultation activities. We will then email these organisations at the start of the consultation to advise that the consultation is live.</p>
<p><b>Making information available</b></p>	
<p><b>Virtual exhibition</b></p>	<p>At the start of the consultation period, we will launch an online virtual exhibition room. This tool will allow users to virtually move around a 360-degree replica of an event and interact with materials, including display banners, video and technical documents. A link to the online feedback questionnaire will be provided within the virtual exhibition room. The virtual exhibition room will be open 24/7 during the consultation period.</p>
<p><b>Dedicated consultation webpage</b></p>	<p>All consultation documents and the online feedback questionnaire will be made available on our dedicated webpage. The webpage will be made available on the first day of the consultation period. The webpage will be accessible via the scheme webpage at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p>
<p><b>Question &amp; Answer webinars</b></p>	<p>We will hold a series of question and answer (Q&amp;A) webinar sessions where specialists from the project team will present the changes to the preliminary design and answer questions.</p> <p>The dates and times for the sessions are as follows:</p> <p>Webinar 1 – Wednesday 25 May – 12:30pm  Webinar 2 – Tuesday 7 June – 12:30pm  Webinar 3 – Thursday 9 June – 7:00pm  Webinar 4 – Tuesday 14 June – 7:00pm</p> <p>The sessions will be advertised on the project webpage, in consultation publicity materials and promoted via press and social media.</p> <p>Comments made via the Q&amp;A webinars will not be considered as formal responses to the consultation. This will be made clear as part of the presentation at each webinar and people will be directed towards the feedback channels listed in section 6 of this SoCC.</p>
<p><b>Consultation events (face-to-face)</b></p>	<p>We will hold face-to-face consultation events to supplement the virtual exhibition room. These will take place in line with government guidelines in place at the time.</p> <p>The dates, times and venues for the events are as follows:</p>

	<ul style="list-style-type: none"> <li>• <b>Monks Yard (Conference Room)</b>, Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT Thursday 26 May from 11.00am to 8.00pm</li> <li>• <b>Somerset County Cricket Club</b>, The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT Wednesday 8 June from 11.00am to 8.00pm</li> <li>• <b>Taunton Racecourse</b>, Orchard Portman, Taunton, Somerset, TA3 7BL Saturday 11 June from 11.00am to 6.00pm</li> </ul> <p>Printed copies of the consultation materials will be made available at consultation events for attendees to review. Attendees will be able to take away a copy of the <i>Consultation booklet</i>, <i>Feedback questionnaire</i> and <i>Responding to feedback from 2021 public consultation booklet</i>. Attendees will also be able to submit their hard copy questionnaire at the events.</p>
<b>Video/telephone call</b>	Members of the public will be able to request a call back from a member of the project team (subject to availability) by calling our customer contact centre on 0300 123 5000 (lines are open 24 hours a day) or by emailing <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
<b>Publicity</b>	
<b>Method</b>	<b>Detail</b>
<b>Press releases</b>	<p>Press releases publicising the upcoming consultation and how the community and road users can get involved will be issued to the following key outlets:</p> <ul style="list-style-type: none"> <li>• Somerset County Gazette</li> <li>• Somerset Live</li> <li>• Chard and Ilminster News</li> <li>• The Western Gazette</li> <li>• BBC Radio Somerset</li> <li>• ITV News West Country</li> <li>• BBC Points West and Spotlight</li> </ul>
<b>Email and letters</b>	<p>At the start of the consultation period, we will send either emails or letters about the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• host constituency and neighbouring constituency area MPs</li> <li>• elected representatives at Somerset County Council, South Somerset District Council and Somerset West and Taunton Council</li> <li>• host parish councils</li> <li>• local authorities and parish councils adjacent to host local authorities and parish councils</li> </ul>

<b>Public notice</b>	<p>Public notices to publicise the supplementary consultation will be published twice in locally circulating newspapers.</p> <p>Public notices will also be placed in at least ten publicly accessible locations along the proposed route of the scheme.</p>
<b>Social media</b>	<p>We will promote the consultation on National Highways' South West Twitter and Facebook accounts, @HighwaysSWEST. Consultation feedback will not be accepted through social media channels and people will be directed towards the official channels for feedback.</p>

- 5.2 Any activity(ies) that cannot be undertaken due to circumstances beyond our control, for example owing to the COVID-19 pandemic, where possible will be substituted with similar activity(ies) and advertised in local newspapers (via press release) circulating in the vicinity of the scheme. Any activity changes will also be published on National Highways' South West Twitter and Facebook accounts, @HighwaysSWEST.

## 6. How to respond to consultation

- 6.1 A *Feedback questionnaire* will be produced to help people provide comments on the scheme design. The questionnaire can be completed online via the scheme's webpage: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).
- 6.2 Hard copy *Feedback questionnaires* can be collected at one of the designated information points, at the in-person events or requested by:
- calling us on 0300 123 5000
  - emailing us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
  - The questionnaire can be returned free of charge using the freepost response address: FREEPOST A358 TAUNTON TO SOUTHFIELDS (the address must be written in capital letters and you do not need a stamp).
  - Alternatively, feedback can be provided by email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- 6.3 All responses must be received by **Sunday 26 June at 23:59**. Responses received after that date may not be considered.

## 7. Information available at and details of local display/deposit locations

7.1 We will make the following documents available as part of the consultation:

**Table 2: Consultation documents**

Document	Detail
<b>Consultation booklet</b>	<p>Written in plain English, this document will provide a summary of the proposals including:</p> <ul style="list-style-type: none"> <li>• a description of the proposed development</li> <li>• information about design modifications since the statutory consultation</li> <li>• information about the potential benefits, effects and impacts of the proposed design modifications and how we propose to mitigate any potential impacts</li> <li>• signposts for readers to more detailed information reports and how to provide feedback on the proposed scheme</li> </ul> <p>This document will be available online and in hard copy at the designated public information points or on request.</p>
<b>Summary of changes booklet</b>	<p>This document will outline all changes made since the 2021 public consultation.</p>
<b>Responding to feedback from our 2021 consultation</b>	<p>This document will provide a summary of the feedback from the 2021 statutory consultation and how that feedback has influenced proposals at this stage.</p>
<b>Feedback questionnaire</b>	<p>The <i>Feedback questionnaire</i> will be available for consultees to provide their feedback on specific aspects of the development. It will be available online, and in hard copy at the designated public information points or on request.</p>
<b>Traffic and Environment notes</b>	<p>We will update the <i>Traffic technical note</i> which formed part of the statutory consultation so that it covers the changes. We will also publish an <i>Environment note</i> which will identify the potential environmental impacts of the changes proposed. This will be a supplement to the PEI Report published as part of the 2021 statutory consultation.</p>
<b>A set of plans of the scheme</b>	<p>We will publish updated plans, which will provide details of the designs for the scheme, including a plan showing the proposed route of the application. The list of plans include:</p>

	<ul style="list-style-type: none"> <li>walking, cycling and horse-riding, including disabled users, strategy drawings</li> <li>general arrangement plans</li> <li>profile and profile drawings</li> </ul>
<b>Map of the route</b>	This will highlight where the proposed route is located.
<b>Statement of Community Consultation (SoCC) addendum</b>	This SoCC addendum document will be made available as part of the consultation.

7.2 We will make these consultation documents available to view in the following ways:

**Table 3: Methods to make consultation documents available**

<b>Method</b>	<b>Detail</b>
<b>Project webpage</b>	All consultation documents will be available via the project's webpage which can be found at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> .
<b>Public information points</b>	<p>The following documents will be available to pick up at public information points:</p> <ul style="list-style-type: none"> <li><i>Consultation booklets</i></li> <li><i>Feedback questionnaires</i></li> <li><i>Responding to feedback from 2021 public consultation booklets</i></li> </ul> <p>The public information point locations are as follows:</p> <ul style="list-style-type: none"> <li>Taunton Library, Paul Street, Taunton TA1 3XZ</li> <li>South Petherton Library, 3 St James's Street, South Petherton TA13 5BS</li> <li>Martock Library, North Street, Martock TA12 6DL</li> <li>Priorswood Library, Hillside Children's Centre, Eastwick Rd, Taunton TA2 7HD</li> <li>Iminster Library, Ditton Street, Iminster TA19 0BW (hard copy of the technical notes, set of plans and <i>Summary of changes booklet</i> will also be available for inspection at this location)</li> <li>Chard Library, Holyrood Street, Chard TA20 2YA</li> <li>Somerset County Council mobile library</li> <li>Iminster Meeting House &amp; Arts Centre, 35 East Street, Iminster TA19 0AN</li> <li>Henlade Post Office, Henlade, Taunton TA3 5DH</li> </ul>



	<ul style="list-style-type: none"> <li>• Blackbrook Leisure Centre &amp; Spa, Blackbrook Way, Taunton TA1 2RW</li> <li>• Somerset West and Taunton Council, Deane House, Belvedere Road, Taunton, Somerset TA1 1HE (hard copy of the technical notes, set of plans and <i>Summary changes booklet</i> will also be available for inspection at this location)</li> </ul> <p>These documents will also be sent to host parish councils (where agreed).</p> <p>We will check, by telephone and/or in-person, on a weekly basis that consultation documentation remains at the public information points throughout the consultation period.</p>
<p><b>Requests for documents</b></p>	<p>As outlined in Table 1, prior to the launch of consultation people will be able to pre-register to receive hard copies of documents on the launch of consultation. Paper copies of the <i>Consultation booklet</i>, <i>Feedback questionnaire</i>, <i>Responding to feedback from the 2021 public consultation booklet</i>, and this <i>SoCC addendum</i> will be supplied free of charge; however, there may be a charge of up to £200 for paper copies of other consultation materials.</p>

## 8. Next steps

- 8.1 We will record and carefully consider all responses received during the consultation. Responses will be taken into account in finalising our application before we submit it to the Planning Inspectorate.
- 8.2 We will summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received and outline any changes made as a result of consultation. The Consultation Report forms part of our submission to the Planning Inspectorate.
- 8.3 The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination and will determine whether our consultation has been adequate.
- 8.4 For more information visit our scheme webpage: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields), where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

## Your data, your rights

- 8.5 On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored. National Highways adheres to the government’s consultation principles and the Planning Act 2008 as required and may collect personal data to help shape development of highways schemes. Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete. Under the GDPR regulations you have the following rights:
  - Right of access to the data (Subject Access Request)
  - Right for the rectification of errors
  - Right to erasure of personal data – this is not an absolute right under the legislation
  - Right to restrict processing or to object to processing
  - Right to data portability
- 8.6 If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

- 8.7 You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.
- 8.8 If you would like more information about how we manage data, or a copy of our privacy notice, please contact:  
[DataProtectionAdvice@nationalhighways.co.uk](mailto:DataProtectionAdvice@nationalhighways.co.uk).

## **Appendix A: Hard-to-reach groups**

### **Economically challenged and socially deprived communities**

ARC  
Charis Refugees  
Community Council for Somerset  
Samaritans of Taunton and Somerset  
Somerset Association of Trade Councils  
Spark Somerset  
Taunton Open Door  
The Gooch Charitable Trust  
Unite the Union - Taunton Office

### **Youth groups**

Girl Guiding Somerset County  
HQ Somerset Army Cadets  
Scouting Somerset County  
Somerset UK Youth Parliament  
Young Farmers Association (Somerset)  
Young Somerset (was Somerset Rural Youth Project)  
YMCA Taunton

### **Elderly groups**

Age UK – Somerset  
Kinship Care Support Group Taunton  
Somerset Social Group  
Taunton U3A  
UK Pensioners Forum

### **Time constrained, working parents**

Kinship Support Group Somerset

### **LGBTQ+ Groups**

2BU Somerset  
Families and Friends of Lesbians and Gay Men (FFLAG)  
GMG Southwest  
Somerset Lesbian Network  
Taunton Gay Group

### **People with disabilities**

Compass Disability Services  
Discovery UK  
ESCAPE Support Group  
Learning disability forum in Somerset  
Somerset Carers Service  
Somerset Disability Engagement Services  
Somerset Dyslexia Association  
Somerset SENDIAS Somerset Sight  
Taunton & Bridgwater Deaf Group  
Taunton & District Mencap Society Taunton Autism Support Group

Taunton Opportunity Group

**BAME Groups**

Diversity Voice

Somerset Diverse Communities (Part of Community Council for Somerset)

**Holiday homeowners, tourists, visitors and travellers groups**

Taunton Visitor Centre

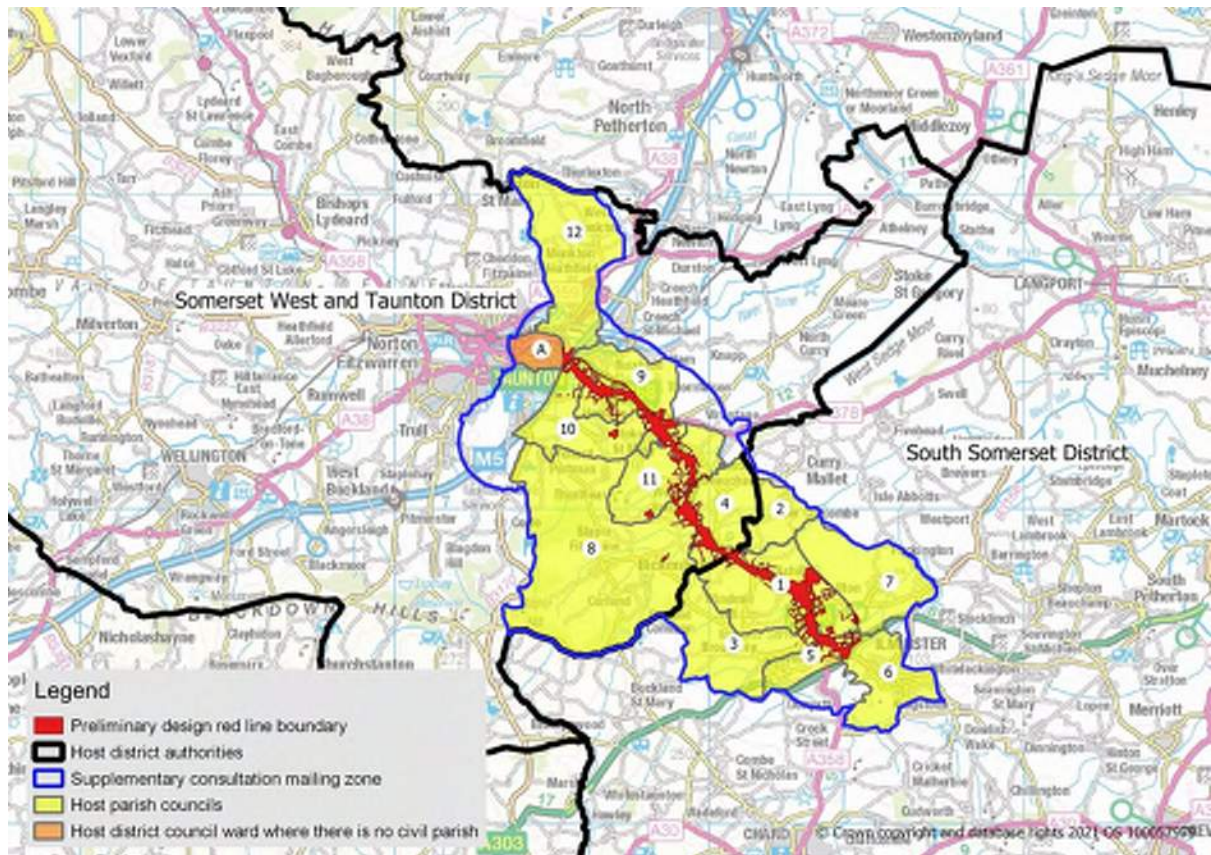
Visit Somerset

**Gypsy/Traveller Groups**

Friends, Families and Travellers

Somerset Gypsy and Traveller Forum

## Appendix B: Host parish council and district council boundaries in relation to consultation mailing zone



### Host Parish Councils

- 1) Ashill Parish Council
- 2) Beercrocombe Parish Council
- 3) Broadway Parish Council
- 4) Hatch Beachamp Parish Council
- 5) Horton Parish Council
- 6) Ilminster Town Council
- 7) Ilton Parish Council
- 8) Neroche Parish Council (note: Bickenhall is the host civil parish but as it is part of a grouped council, Neroche Parish Council, the entire boundaries of this council has been included)
- 9) Ruishton, Thornfalcon & Henlade Parish Council
- 10) Stoke St Mary Parish Council
- 11) West Hatch Parish Council
- 12) West Monkton Parish Council

### Host District Council ward where there is no civil parish

- A) Halcon & Lane ward

## Appendix 7.5

### Copy of the 2022 public notice and scanned copies of the notice in newspapers/ publications

Sub -Appendix No.	Appendix Title
7.5a	Copy of the 2022 public notice
7.5b	Scanned copies of public notice in publications - Somerset County Gazette (12 May 2022)
7.5c	Scanned copies of public notice in publications - Somerset Guardian (12 May 2022)
7.5d	Scanned copies of public notice in publications - Somerset County Gazette (19 May 2022)
7.5e	Scanned copies of public notice in publications - Somerset Guardian (19 May 2022)
7.5f	Scanned copies of public notice in publications - London Gazette (23 May 2022)
7.5g	Scanned copies of public notice in publications - Guardian (23 May 2022)

## Appendix 7.5a

### Copy of the 2022 public notice



## A358 Taunton to Southfields Dualling Scheme

### Notice Publicising a Proposed Application for a Development Consent Order

#### Supplementary Consultation

**National Highways Limited** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ (“the Applicant”) intends to make an application (“the Application”) under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order (DCO).

National Highways undertook a statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to its statutory consultation, National Highways is now undertaking a supplementary consultation in relation to proposed changes to the scheme. This supplementary consultation is taking place from **Tuesday 24 May 2022 to Sunday 26 June 2022**.

National Highways is proposing to upgrade approximately 8.5 mile (13.6 km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

The changes to the proposals since the 2021 public consultation sit in the following broad categories:

- **Transport, traffic flows and access**
- **Walking, cycling, horse-riding and disabled user access**
- **Environmental mitigations**
- **Location of main construction compound**

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from **Tuesday 24 May 2022** via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times:

<b>Venue</b>	<b>Dates and Times</b>
<b>Monks Yard (Conference Room),</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT	Thursday 26 May 11:00 am to 8:00pm
<b>Somerset County Cricket Club,</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset TA1 1JT	Wednesday 8 June 11:00am to 8:00pm
<b>Taunton Racecourse,</b> Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 11:00am to 6:00pm

Paper copies of the supplementary consultation materials including a *Consultation booklet*, *Feedback questionnaire*, *Summary of changes booklet*, *Responding to feedback from our 2021 public consultation booklet*, *Technical traffic note* and *Environmental note*, set of plans and the *Statement of Community Consultation (SoCC) addendum* will be available for inspection free of charge from **Tuesday 24 May 2022** at selected public venues.

Copies of the *Consultation booklet*, *Feedback questionnaire* and the *Responding to feedback from our 2021 public consultation booklet* will be available to take away free of charge from **Tuesday 24 May 2022** at a number of local libraries and other public venues.

For a list of locations please visit our website or contact us via email or telephone.

A single set of paper copies of the supplementary *Consultation booklet*, *Feedback questionnaire* and *Responding to feedback from our 2021 public consultation booklet* can be requested and will be supplied free of charge. A digital copy on a USB drive of these items will be supplied free of charge through the post if requested. Please contact National Highways for further details using the email address, postal address or telephone number provided below:

- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- Phone: 0300 123 5000 (lines are open 24 hours a day)
- Post: FREEPOST A358 TAUNTON TO SOUTHFIELDS This should be written in capitals; no stamp is required.

These contact details can also be used to contact National Highways for enquiries in relation to the consultation materials, including the documents, plans and maps. There may be a charge of up to £200 for paper copies of other consultation materials. Please contact National Highways for further details.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory consultation material. For this supplementary consultation we have prepared an *Environmental note*, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

A *Feedback questionnaire* will be available as part of the consultation materials online via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields). When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response using the contact methods below:

- Online: The feedback form can be accessed via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- Post: FREEPOST A358 TAUNTON TO SOUTHFIELDS This should be written in capitals; no stamp is required.

**Responses must be received no later than Sunday 26 June 2022 at 23:59. Responses received after this time may not be considered.**

National Highways will consider and have regard to all responses when developing the application for the DCO once consultation has closed. Responses will form the basis of a *Consultation Report* which will be submitted as part of our DCO application and will be published following submission of our application. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the *Consultation Report*.

If you would like further information about this notice, the supplementary consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Katherine Liddington**

**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**

**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Tel:** 0300 123 5000

Thursday 12 May 2022

## Appendix 7.5b

### Scanned copies of public notice in publications - Somerset County Gazette (12 May 2022)



## LOCAL LISTINGS PUBLIC NOTICES

To advertise telephone: **01823 365000**  
or email: [sales@countygazette.co.uk](mailto:sales@countygazette.co.uk)

Planning | Traffic & Roads | Goods Vehicle Licensing | Statutory  
Alcohol & Licensing | Probate & Trustee | Contract & Tender | Other

### ALCOHOL & Licensing

#### Licensing Act 2003

Application for the Grant of a Premises Licence  
Mr David Ellis is applying for the grant of a Premises Licence for; The Smokehouse Kitchen & Takeaway, 25 High Street, Burnham-on-Sea, Somerset, TA8 1NX.

The licence if granted is to enable the following activities to take place: The sale of alcohol on the premises. On the following days: Monday to Sunday 10:00-22:00.

Any person wishing to make a representation in relation to this application must do so in writing by 29th May 2022 and send it to; Licencing Environmental Services, Sedgemoor District Council, Bridgwater House, King Square, Bridgwater, TA6 3AR. Representations may be made for 28 consecutive days from the date of this notice.

A copy of the application for the grant of the above licence is available on our website: <https://www.sedgemoor.gov.uk/article/750/Recent-licence-applications-under-the-licencing-act-2003-and-the-gambling-act-2005>.

Alternatively, a copy is kept by; The Licencing Unit, Sedgemoor District Council, Bridgwater House, King Square, Bridgwater, TA6 3AR. The Application can be viewed Monday to Thursday, 9am to 5pm and Friday 9am to 4.30pm. Not including bank holidays.

It is an offence to knowingly or recklessly make a false statement in connection with an application. The maximum fine for which a person is liable on summary conviction for making a false statement is £5000.00  
Date: 2nd May 2022

#### Licensing Act 2003

The Taunton Roast Company is applying for the grant of a premises licence for 61 High Street, Taunton TA1 3PT.

The licensable activities it is proposed will be carried on are: the selling and consumption of alcohol and performance of live and recorded music. A copy of the application is kept by the licensing team. A summary of the licence application can be viewed online at [www.somersetwestandtaunton.gov.uk](http://www.somersetwestandtaunton.gov.uk) on the 'object to a licence application' page. Or you can be make an appointment with a member of the Licensing Team to view the application in person, at the council offices at Deane House, Belvedere Road, Taunton, TA1 1HE, by phoning 0300 304 8000.

Any person wishing to make a representation in relation to this application must give notice in writing to the licensing authority, giving in detail the grounds of objection by Thursday the 19th of May for representations, which is 28 days beginning on the day after the application is served on the licensing authority. Representations can be made online on the 'object to a licensing application' page on the council website, or by email to [enquiries@somersetwestandtaunton.gov.uk](mailto:enquiries@somersetwestandtaunton.gov.uk).

It is an offence to knowingly or recklessly make a false statement in connection with an application the maximum fine for which a person is liable on summary of conviction for making a false statement is a level 5 on the standard scale.

### GOODS Vehicle Licensing

#### Goods Vehicle Operator's Licence

Acheson & Acheson Ltd of THG Labs (Acheson), Combrash Road, Commerce Park, Frome BA11 2FL is applying to change an existing licence as follows: To add an operating centre to keep 1 goods vehicle and 0 trailers at Acheson & Acheson (Ltd) trading as THG Labs (Acheson), Combrash Road, Commerce Park, Frome, Somerset BA11 2FL

Owners or occupiers of land (including buildings) near the operating centre(s), who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A guide to making representations is available from the Traffic Commissioner's Office.

#### Goods Vehicle Operator's Licence

Virginia Hayward Logistics Limited of Boundary House, Littledown, Shaftesbury SP7 9BT is applying for a licence to use Camp Road, Henstridge Airfield, Templecombe BA8 0TN as an operating centre for 10 goods vehicles and 20 trailers. Owners or occupiers of land (including buildings) near the operating centre(s), who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A guide to making representations is available from the Traffic Commissioner's Office.

### PLANNING

#### SOMERSET WEST AND TAUNTON

The following applications have been received for consideration by the Council. The applications can be viewed online on our website: [www.somersetwestandtaunton.gov.uk/planning](http://www.somersetwestandtaunton.gov.uk/planning). Anyone wishing to make representations about any of the applications can do so by emailing [planning@somersetwestandtaunton.gov.uk](mailto:planning@somersetwestandtaunton.gov.uk), always quoting the application number. Representations on applications for Listed Building Consent or Conservation Area (CA) Consent must be made within 21 days of the date of this notice. Representations on other applications must be made within 14 days of the date of this notice.

#### AFFECTS THE CHARACTER OF A CONSERVATION AREA

Application: 02/22/0006/T. Applicant: BLACKDOWN TREESCAPES. Proposal: Notification to fell one Cypress tree, three Ash trees, one Horse Chestnut, one Hawthorn and one Elm tree and to carry out management works to two Beech trees, one Bay and one Birch within Ash Priors Conservation Area at Rosemary Cottage, Ash Priors Road, Ash Priors.

Application: 3/21/22/047. Applicant: Providence Hospitality Limited. Proposal: Removal of 2 No. fire escapes and their associated doorways to the north of the building, installation of 2 No. replacement escape stairs in more suitable positions on the north elevation to suit the internal layout and escape plan with minor external and internal alterations throughout the building providing necessary fire separation and protecting escape routes from all floors at The Northfield Hotel, Northfield Road, Minehead, TA24 5PU.

Application: 3/21/22/048. Applicant: Mr George Thomas. Proposal: Erection of a garage (resubmission of 3/21/21/115) at Comerways, 27 Tregonwell Road, Minehead, TA24 5DU. Application: 3/21/22/049. Applicant: Mr Andy Page. Proposal: Change of use of guest house with owners accommodation into 1 No. residential dwelling at Tregonwell House, 1 Tregonwell Road, Minehead, TA24 5DT.

Application: 3/37/22/005. Applicant: Onion Collective CIC. Proposal: Display of 22 No. non illuminated Information boards fixed to marina fencing describing the town's paper making history and maritime history at East Quay, Harbour Road, Watchet.

#### LISTED BUILDING CONSENT

Application: 23/22/0010/LB. Applicant: MR D COX. Proposal: Installation of gas service pipe and boiler system at Blackdown House, Sand Street, Milverton.

#### MAJOR APPLICATION

Application: 3/21/22/045. Applicant: Butlins Skyline Ltd. Proposal: Variation of Condition No. 04 of application 3/21/20/093 to allow the use hereby permitted of the temporary stage to not take place except between the hours of 10.00 and 23.00 on all days excluding the 31st December when the venue will be permitted to operate between 10.00 and 01.00 at Butlins Somerwest World, Warren Road, Minehead, TA24 5SH.

Date: 12th May 2022  
Rebecca Miller, Principal Planning Specialist

### PROBATE & Trustee

#### BRENDA MARGARET DISLEY (DECEASED)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 48 Jarmyns, Bishops Hill, Taunton, Somerset, TA1 5HG, who died on 12/03/2021, are required to send written particulars thereof to the undersigned on or before 13/07/2022, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

PORTER DODSON LLP, 15 High Street, Wellington, Somerset TA21 8QR

#### NORMAN VICTOR DISLEY (DECEASED)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 48 Jarmyns, Bishops Hill, Taunton, Somerset, TA1 5HG, who died on 09/03/2021, are required to send written particulars thereof to the undersigned on or before 13/07/2022, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

PORTER DODSON LLP, 15 High Street, Wellington Somerset TA21 8QR

#### MAURICE JOHN SANDFORD (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Glen View, Langley Marsh, Wiveliscombe, Taunton, Somerset, TA4 2UL, who died on 20/12/2021, are required to send written particulars thereof to the undersigned on or before 13/07/2022, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

PORTER DODSON LLP, The Quad 2000 Blackbrook Park Avenue Taunton Somerset TA1 2PX

County Gazette

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#### A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SUPPLEMENTARY CONSULTATION

National Highways Limited of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order (DCO). National Highways undertook a statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to its statutory consultation, National Highways is now undertaking a supplementary consultation in relation to proposed changes to the scheme. This supplementary consultation is taking place from **Tuesday 24 May 2022 to Sunday 26 June 2022**.

National Highways is proposing to upgrade approximately 8.5 mile (13.6 km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

The changes to the proposals since the 2021 public consultation sit in the following broad categories:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigations
- Location of main construction compound

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from **Tuesday 24 May 2022** via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times:

Venue	Dates and Times
<b>Monks Yard (Conference Room),</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT	Thursday 26 May 11:00 am to 8:00pm
<b>Somerset County Cricket Club,</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset TA1 1JT	Wednesday 8 June 11:00am to 8:00pm
<b>Taunton Racecourse,</b> Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 11:00am to 6:00pm

Paper copies of the supplementary consultation materials including a *Consultation booklet*, *Feedback questionnaire*, *Summary of changes booklet*, *Responding to feedback from our 2021 public consultation booklet*, *Technical traffic note and Environmental note*, set of plans and the *Statement of Community Consultation (SoCC) addendum* will be available for inspection free of charge from **Tuesday 24 May 2022** at selected public venues.

Copies of the *Consultation booklet*, *Feedback questionnaire* and the *Responding to feedback from our 2021 public consultation booklet* will be available to take away free of charge from **Tuesday 24 May 2022** at a number of local libraries and other public venues.

For a list of locations please visit our website or contact us via email or telephone.

A single set of paper copies of the supplementary *Consultation booklet*, *Feedback questionnaire* and *Responding to feedback from our 2021 public consultation booklet* can be requested and will be supplied free of charge. A digital copy on a USB drive of these items will be supplied free of charge through the post if requested. Please contact National Highways for further details using the email address, postal address or telephone number provided below:

- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- Phone: 0300 123 5000 (lines are open 24 hours a day)
- Post: FREEPOST A358 TAUNTON TO SOUTHFIELDS This should be written in capitals; no stamp is required.

These contact details can also be used to contact National Highways for enquiries in relation to the consultation materials, including the documents, plans and maps. There may be a charge of up to £200 for paper copies of other consultation materials. Please contact National Highways for further details.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory consultation material. For this supplementary consultation we have prepared an *Environmental note*, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

A *Feedback questionnaire* will be available as part of the consultation materials online via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields). When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response using the contact methods below:

- Online: The feedback form can be accessed via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- Post: FREEPOST A358 TAUNTON TO SOUTHFIELDS This should be written in capitals; no stamp is required.

**Responses must be received no later than Sunday 26 June 2022 at 23:59. Responses received after this time may not be considered.**

National Highways will consider and have regard to all responses when developing the application for the DCO once consultation has closed. Responses will form the basis of a Consultation Report which will be submitted as part of our DCO application and will be published following submission of our application. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the *Consultation Report*.

If you would like further information about this notice, the supplementary consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Katherine Liddington**  
Senior Project Manager for A358 Taunton to Southfields Dualling Scheme  
Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)  
Tel: 0300 123 5000  
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## Appendix 7.5c

### Scanned copies of public notice in publications - Somerset Guardian (12 May 2022)



# Public Notices

## Public Notices



### A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SUPPLEMENTARY CONSULTATION

National Highways Limited of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order (DCO).

National Highways undertook a statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to its statutory consultation, National Highways is now undertaking a supplementary consultation in relation to proposed changes to the scheme. This supplementary consultation is taking place from **Tuesday 24 May 2022 to Sunday 26 June 2022**.

National Highways is proposing to upgrade approximately 8.5 mile (13.6 km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

The changes to the proposals since the 2021 public consultation sit in the following broad categories:

- **Transport, traffic flows and access**
- **Walking, cycling, horse-riding and disabled user access**
- **Environmental mitigations**
- **Location of main construction compound**

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from **Tuesday 24 May 2022** via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times:

Venue	Dates and Times
<b>Monks Yard (Conference Room),</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT	Thursday 26 May 11:00 am to 8:00pm
<b>Somerset County Cricket Club,</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset TA1 1JT	Wednesday 8 June 11:00am to 8:00pm
<b>Taunton Racecourse,</b> Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 11:00am to 6:00pm

Paper copies of the supplementary consultation materials including a *Consultation booklet*, *Feedback questionnaire*, *Summary of changes booklet*, *Responding to feedback from our 2021 public consultation booklet*, *Technical traffic note and Environmental note*, set of plans and the *Statement of Community Consultation (SoCC) addendum* will be available for inspection free of charge from **Tuesday 24 May 2022** at selected public venues.

Copies of the *Consultation booklet*, *Feedback questionnaire* and the *Responding to feedback from our 2021 public consultation booklet* will be available to take away free of charge from **Tuesday 24 May 2022** at a number of local libraries and other public venues.

For a list of locations please visit our website or contact us via email or telephone.

A single set of paper copies of the supplementary *Consultation booklet*, *Feedback questionnaire* and *Responding to feedback from our 2021 public consultation booklet* can be requested and will be supplied free of charge. A digital copy on a USB drive of these items will be supplied free of charge through the post if requested. Please contact National Highways for further details using the email address, postal address or telephone number provided below:

- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
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The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory consultation material. For this supplementary consultation we have prepared an *Environmental note*, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

A *Feedback questionnaire* will be available as part of the consultation materials online via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields). When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response using the contact methods below:

- Online: The feedback form can be accessed via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
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**Responses must be received no later than Sunday 26 June 2022 at 23:59. Responses received after this time may not be considered.**

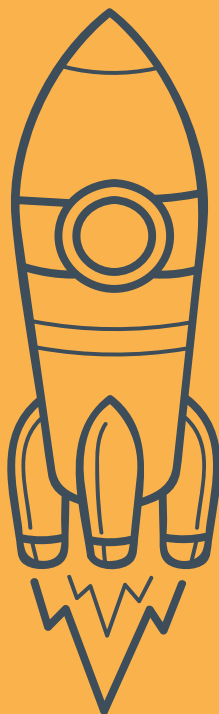
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If you would like further information about this notice, the supplementary consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Katherine Liddington**  
Senior Project Manager for A358 Taunton to Southfields Dualling Scheme  
Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)  
Tel: 0300 123 5000

Thursday 12 May 2022

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## Appendix 7.5d

### Scanned copies of public notice in publications - Somerset County Gazette (19 May 2022)



**TRAFFIC & Roads**

**TRAFFIC & Roads**

**TRAFFIC & Roads**

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Temporary Closure of Barlinch Close, Taunton**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along Barlinch Close - from the junction with Eastwick Road, westwards for a distance of 61 metres. This Order will enable Jurassic Fibre to carry out overlay works. The Order becomes effective on 2nd June 2022 and will remain in force for eighteen months. The works are expected to commence on 6th June 2022 and last until 8th June 2022 between the hours of 08:00 - 17:00 for a total of 3 days. There is no alternative route for this closure. The works promoter will contact residents and businesses directly to discuss access arrangements. Please visit <https://one.network/?tm=127844612> for further information. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Jurassic Fibre on telephone number 01392 797 070 quoting reference number ttr0448715.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Parish of West Monkton**  
**Temporary Closure of Swingbridge**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, have made an Order prohibiting all traffic from proceeding along Swingbridge - from 95 metres north of Bridgewater Road, northwards for a distance of 70 metres. This Order will enable BT Openreach to carry out works in underground structures. The Order becomes effective on 19th May 2022 and will remain in force for eighteen months. The works are expected to commence on 23rd May 2022 and last until 23rd May 2022 between the hours of 09:30 - 15:30 for a total of 6 hours. There is no alternative route for this closure. The works promoter will contact residents and businesses directly to discuss access arrangements. Please visit <https://one.network/?tm=127738735> for further information. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Sunbelt Rentals on 0370 050 0792 quoting reference number ttr0514260.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Temporary Closure of Grange Drive, Taunton**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along Grange Drive - from no 57 to no 34 Grange Drive for a distance of 70 metres. This Order will enable Jurassic Fibre to carry out overlay works. The Order becomes effective on 2nd June 2022 and will remain in force for eighteen months. The works are expected to commence on 9th June 2022 and last until 13th June 2022 between the hours of 08:00 - 17:00 for a total of 5 days. Please visit <https://one.network/?tm=127867528> for further information on the alternative route. The works promoter will contact residents and businesses directly to discuss access arrangements. Please visit <https://one.network/?tm=127867528> for further information. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Jurassic Fibre on 0392 797 070 quoting reference number ttr0631823TD.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**Somerset West and Taunton District**  
**Parish of Langford Budville**  
**Temporary Closure of Holywell Lake Road**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, have made an Order prohibiting all traffic from proceeding along Holywell Lake Road - 260 metres north of the junction with Thorne St Margaret Road, northwards for a distance of 140 metres. This Order will enable Somerset Highways to carry out drainage works. The Order becomes effective on 19 May 2022 and will remain in force for eighteen months. The works are expected to commence on 23 May 2022 and last until 03 June 2022 between the hours of 00:00 - 23:59 for a total of 12 days (24hrs including the weekends & Bank Holiday). Please visit <https://one.network/?tm=127014936> for further information on the alternative route. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Somerset Highways on telephone number 0300 123 2224 quoting reference number ttr0481422.

Patrick Flaherty, Chief Executive  
 Dated: 19 May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Temporary Closure of Wansbeck Green, Taunton**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along Wansbeck Green - from the junction with Ashborne Crescent, for its entirety. A total distance of 163 metres. This Order will enable Jurassic Fibre Ltd to carry out overlay works. The Order becomes effective on 2 June 2022 and will remain in force for eighteen months. The works are expected to commence on 6th June 2022 and last until 8th June 2022 between the hours of 08:00 - 17:00 for a total of 3 days. There is no alternative route for this closure. The works promoter will contact residents and businesses directly to discuss access arrangements. Please visit <https://one.network/?tm=127789366> for further information. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Jurassic Park Ltd on 01392 797 070 quoting reference number ttr0546287.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Parish of Kingston St Mary Temporary Closure of Dodhill Road**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, have made an Order prohibiting all traffic from proceeding along Dodhill Road - from the junction with Kingston Road, westwards for a distance of 925 metres. This Order will enable Airband Community Internet to carry out polling, blockages and overhead works. The Order becomes effective on 19th May 2022 and will remain in force for eighteen months. The works are expected to commence on 23rd May 2022 and last until 3rd June 2022 between the hours of 09:00 - 17:00 for a total of 12 days. Please visit <https://one.network/?tm=127697011> for further information on the alternative route. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Airband Community Internet on telephone number 07533 160 105 quoting reference number ttr0680167.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Parish of Wellington Without**  
**Temporary Closure of The Holloway**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along The Holloway - from the junction with Chitterwell Bridge Road to the Junction with Farthing Down. A total distance of 324 metres. This Order will enable BT Openreach to carry out overhead cabling works. The Order becomes effective on 2nd June 2022 and will remain in force for eighteen months. The works are expected to commence on 7th June 2022 and last until 7th June 2022 between the hours of 09:30 - 15:30 for a total of 6 hours. Please visit <https://one.network/?tm=127968710> for further information on the alternative route. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Sunbelt Rentals on 0370 0500 792 quoting reference number ttr0482152.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Parish of West Buckland**  
**Temporary Closure of Ham Road**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along Ham Road - from the junction with Castle Cottages, north westwards for a distance of 100 metres. This Order will enable Wessex Water to carry out new connection works. The Order becomes effective on 2nd June 2022 and will remain in force for eighteen months. The works are expected to commence on 6th June 2022 and last until 10th June 2022 between the hours of 00:00 - 23:59 for a total of 5 days. Please visit <https://one.network/?tm=127930334> for further information on the alternative route. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Wessex Water on 0345 600 4600 quoting reference number ttr0612139.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
 b) because of the likelihood of danger to the public, or of serious damage to the road, which is not attributable to such works.

**Somerset County Council**  
**District of Somerset West and Taunton**  
**Parish of Comeytrowe**  
**Temporary Closure of Galmington Road**  
 Somerset County Council in exercise of its powers under Section 14 (1) of the Road Traffic Regulation Act 1984 as amended, propose to make an Order prohibiting all traffic from proceeding along Galmington Road - from no 231 Galmington Road to no 16 Galmington Road for a distance of 43 metres. This Order will enable Jurassic Fibre to carry out overlay works. The Order becomes effective on 2nd June 2022 and will remain in force for eighteen months. The works are expected to commence on 8th June 2022 and last until 10th June 2022 between the hours of 08:00 - 17:00 for a total of 3 days. There is no alternative route for this closure. The works promoter will contact residents and businesses directly to discuss access arrangements. Please visit <https://one.network/?tm=127866612> for further information. Please note that should you require to view a closure which is more than two weeks ahead, you will need to register for free with One.Network. For information about the works being carried out please contact Jurassic Fibre on 01392 797 070 quoting reference number ttr0692407.

Patrick Flaherty, Chief Executive  
 Dated: 19th May 2022

Statement of Reasons for making the Order

a) because works are being or are proposed to be executed on or near the road; or  
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**A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SUPPLEMENTARY CONSULTATION**

**National Highways Limited** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order (DCO). National Highways undertook a statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to its statutory consultation, National Highways is now undertaking a supplementary consultation in relation to proposed changes to the scheme. This supplementary consultation is taking place from **Tuesday 24 May 2022 to Sunday 26 June 2022**.

National Highways is proposing to upgrade approximately 8.5 mile (13.6 km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster. The changes to the proposals since the 2021 public consultation sit in the following broad categories:

- **Transport, traffic flows and access**
- **Walking, cycling, horse-riding and disabled user access**
- **Environmental mitigations**
- **Location of main construction compound**

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from **Tuesday 24 May 2022** via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields). Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times:

Venue	Dates and Times
<b>Monks Yard (Conference Room),</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT	Thursday 26 May 11:00 am to 8:00pm
<b>Somerset County Cricket Club,</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset TA1 1JT	Wednesday 8 June 11:00am to 8:00pm
<b>Taunton Racecourse,</b> Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 11:00am to 6:00pm

Paper copies of the supplementary consultation materials including a *Consultation booklet*, *Feedback questionnaire*, *Summary of changes booklet*, *Responding to feedback from our 2021 public consultation booklet*, *Technical traffic note and Environmental note*, set of plans and the *Statement of Community Consultation (SoCC) addendum* will be available for inspection free of charge from **Tuesday 24 May 2022** at selected public venues.

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Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

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**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)  
**Tel:** 0300 123 5000  
 Thursday 12 May 2022

## Appendix 7.5e

### Scanned copies of public notice in publications - Somerset Guardian (19 May 2022)



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## Public Notices

## Public Notices

MENDIP DISTRICT COUNCIL  
TOWN AND COUNTRY PLANNING ACT  
1990, TOWN AND COUNTRY PLANNING  
(DEVELOPMENT MANAGEMENT PROCEDURE)  
ORDER 2015, PLANNING (LISTED BUILDINGS  
AND CONSERVATION AREAS) ACT 1990

**Notice** is hereby given that the following applications have been received by Mendip District Council and any person who wishes to make representations about any of the above applications should do so in writing within 21 days of the date of this notice quoting the application number. Representations should be sent to Mendip District Council, Council Offices, Cannards Grave Road, Shepton Mallet, Somerset, BA4 5BT or email to [consultations@mendip.gov.uk](mailto:consultations@mendip.gov.uk) Responses received will be made available for public inspection. Applications can be viewed on [www.mendip.gov.uk](http://www.mendip.gov.uk)  
App No:2022/0750/FUL Address: North Hill House Fromefield Frome Somerset BA11 2HB By: Mr Jackson For: Flat roof section of building to be removed and replaced with new insulated flat roof system, removal of existing rooflights and replacement with new roof domes, replacement of plant room doors and lifting existing roof mounted plant to new raised level.  
App No:2022/0643/LBC Address: Newlands Farm Elm Lane to Park Hill Great Elm Frome Somerset By: V Buchanan For: External and internal alterations to main house, workshop/studio, garden room and car port to include roofing, fenestration, doors, guttering and downpipes, walling, wraparound roof canopy, formation of new bathroom, ensuite and dressing room.  
App No:2022/0270/LBC Address: Church Of St Mary Southfield Hill Hemington Frome Somerset By: Churches Conservation Trust For: Installation of replacement oil-fired boiler and associated flue to replace current highly visible asbestos flue.

## Public Notices



### A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER SUPPLEMENTARY CONSULTATION

National Highways Limited of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") intends to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order (DCO).

National Highways undertook a statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to its statutory consultation, National Highways is now undertaking a supplementary consultation in relation to proposed changes to the scheme. This supplementary consultation is taking place from **Tuesday 24 May 2022 to Sunday 26 June 2022**.

National Highways is proposing to upgrade approximately 8.5 mile (13.6 km) section of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster. The changes to the proposals since the 2021 public consultation sit in the following broad categories:

- **Transport, traffic flows and access**
- **Walking, cycling, horse-riding and disabled user access**
- **Environmental mitigations**
- **Location of main construction compound**

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from **Tuesday 24 May 2022** via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times:

Venue	Dates and Times
<b>Monks Yard (Conference Room),</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset TA19 9PT	Thursday 26 May 11:00 am to 8:00pm
<b>Somerset County Cricket Club,</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset TA1 1JT	Wednesday 8 June 11:00am to 8:00pm
<b>Taunton Racecourse,</b> Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 11:00am to 6:00pm

Paper copies of the supplementary consultation materials including a *Consultation booklet*, *Feedback questionnaire*, *Summary of changes booklet*, *Responding to feedback from our 2021 public consultation booklet*, *Technical traffic note and Environmental note*, set of plans and the *Statement of Community Consultation (SoCC) addendum* will be available for inspection free of charge from **Tuesday 24 May 2022** at selected public venues.

Copies of the *Consultation booklet*, *Feedback questionnaire* and the *Responding to feedback from our 2021 public consultation booklet* will be available to take away free of charge from **Tuesday 24 May 2022** at a number of local libraries and other public venues.

For a list of locations please visit our website or contact us via email or telephone.

A single set of paper copies of the supplementary *Consultation booklet*, *Feedback questionnaire* and *Responding to feedback from our 2021 public consultation booklet* can be requested and will be supplied free of charge. A digital copy on a USB drive of these items will be supplied free of charge through the post if requested. Please contact National Highways for further details using the email address, postal address or telephone number provided below:

- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- Phone: 0300 123 5000 (lines are open 24 hours a day)
- Post: FREEPOST A358 TAUNTON TO SOUTHFIELDS This should be written in capitals; no stamp is required.

These contact details can also be used to contact National Highways for enquiries in relation to the consultation materials, including the documents, plans and maps. There may be a charge of up to £200 for paper copies of other consultation materials. Please contact National Highways for further details.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory consultation material. For this supplementary consultation we have prepared an *Environmental note*, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

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If you would like further information about this notice, the supplementary consultation or the scheme, please contact the project team by using one of the contact methods provided above.

**Katherine Liddington**  
Senior Project Manager for A358 Taunton to Southfields Dualling Scheme

Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

Tel: 0300 123 5000

Thursday 12 May 2022

## Public Notices

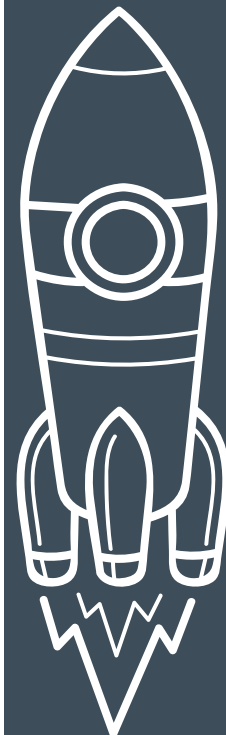
## Legal Notices

VIOLET MARGARET WILLIAMS  
(Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 24 Sycamore Road, Radstock, BA3 3NL, who died on 25/06/2021, are required to send written particulars thereof to the undersigned on or before 20/07/2022, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

BLB SOLICITORS LIMITED, 1  
Rodney House, 5 Roundstone Street,  
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## Appendix 7.5f

### Scanned copies of public notice in publications - London Gazette (23 May 2022)

**Notice details****Type:**

Planning  
> Town and Country Planning

**Publication date:**

23 May 2022, 14:44

**Edition:**

The London Gazette

**Notice ID:**

4077739

**Notice code:**

1601

**Issue number:**

63706

**Page number:**

9851

[About Town and Country Planning notices](#)

**Town and Country Planning****National Highways Limited****A358 TAUNTON TO SOUTHFIELDS DUALLING SCHEME****NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER****SUPPLEMENTARY CONSULTATION**

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The changes to the proposals since the 2021 public consultation sit in the following broad categories:

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- Location of main construction compound

Copies of the supplementary consultation materials, which explain the changes in more detail, will be available online free of charge from Tuesday 24 May 2022 via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

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Katherine Liddington

Senior Project Manager for A358 Taunton to Southfields Dualling Scheme

Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

Tel: 0300 123 5000

Thursday 12 May 2022

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## Appendix 7.5g

### Scanned copies of public notice in publications - Guardian (23 May 2022)



## 'Redemption is a powerful concept'

Hayden Christensen on returning to play Darth Vader



## Australia Labor takes power after climate crisis upends election

Monday 23 May 2022 12:30  
From £1.35 for subscribers

# The Guardian

News provider of the year

# Children's mental health in crisis as cases rocket to a record high

Toll of 400,000 patients triggers alarm over scale of problems since Covid

Exclusive  
Denis Campbell  
Health policy editor

More than 400,000 children and young people a month are being treated for mental health problems – the highest on record – prompting warnings of an unprecedented crisis in the wellbeing of under-18s.

Experts say Covid has seriously exacerbated problems such as anxiety, depression and self-harm among school-age children and that the "relentless and unsustainable" rise in their need for help could overwhelm stretched NHS services.

The latest NHS figures show "open referrals" – troubled children and young people in England undergoing treatment or waiting to start care – reached 420,314 in February, the highest number since records began in 2016. The total has risen by 147,853 since February 2020, a 34% increase, and by 80,096 over the last year alone, a jump of 24%. January's tally

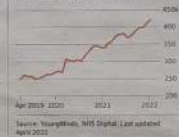
of 11,132 cases was the first time the figure had topped 400,000.

Mental health charities welcomed the fact that an all-time high number of young people were receiving psychological support. But they fear the figures are the tip of the iceberg of the true number of people who need care, and that many more under-18s in distress are being denied help by arbitrary eligibility criteria.

"Open referrals" are under-18s who are being cared for by children and adolescent mental health services (CAMHS) or are waiting to see a specialist, having been assessed as needing help against treatment

The number of open referrals to NHS child and adolescent mental health services in England stood at 420,314 in February

Under 18s in touch referred to CAMHS



thresholds. GPs, teachers and mental health charities believe the criteria is too strict, excludes many who are deemed not ill enough, and amounts to rationing of care. "There is an unprecedented crisis in young people's mental health, further evidenced by these record numbers of young people needing help from the NHS," said Oily Parker, the head of external affairs at Young Minds. "The record high number of children and young people receiving care from the NHS tells us that the crisis in young people's mental health is a way that's breaking now."

While it was positive that



## City roar back to win title in day of wild drama

Manchester City won the Premier League for the fourth time in five years after scoring three goals in a frenzied five minutes to overturn a 2-0 deficit against Aston Villa and break Liverpool hearts.

News Page 8 and Sport back page

## Work is the best way out of cost of living crisis - PM

Heather Stewart  
Gwyn Topham

Boris Johnson hopes to blunt calls for urgent action on the cost of living crisis by stressing that work is the best route out of poverty as an energy firm boss warned that 40% of households could soon be in fuel poverty. No 10 sources confirmed yesterday that the prime minister would maintain a spotlight on the healthy state of the job market in the face of the rising clamour to help families struggling with bills. Ministers have as yet been unable to agree on what more should be done amid continued wrangling about the merits of a windfall tax – with Downing Street keen to stress that £22bn has already been spent on supporting households, and highlighting the need to grow the economy. Johnson told the Welsh



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Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between **Tuesday 24 May 2022 and Sunday 26 June 2022**.

A feedback questionnaire will be available as part of the consultation materials online via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields). When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response using the contact methods below:

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Katherine Liddington

Senior Project Manager for A358 Taunton to Southfields Dualling Scheme  
Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)  
Tel: 0300 123 5000

Thursday 12 May 2022



## Appendix 7.6

# 2022 Statement of Community Consultation (SoCC) Addendum compliance table

**A358 Taunton to Southfields  
Statement of Community Consultation (SoCC) addendum adherence table  
July 2022**

Section	Commitment	Response
<p><b>About us</b></p>	<p>We undertook a statutory consultation on our proposed application for the scheme between 12 October 2021 and 22 November 2021. In response to consultation feedback and ongoing development of the project, we have made some modifications to our proposals.</p> <p>We are now undertaking a supplementary consultation to gather feedback on specific elements of these modifications. This supplementary consultation is taking place from 24 May 2022 to 26 June 2022.</p> <p>These modifications have resulted in some amendments to the scheme boundary. Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes.</p>	<p>Supplementary consultation on preliminary design modifications was held from 24 May to 26 June 2022.</p> <p>Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 was held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes. Further detail on consultation with PILs is provided in Chapter 7 of this report.</p>
	<p>In preparing this document, in line with the development process for the 2021 SoCC, National Highways consulted with Somerset County Council, Somerset West and Taunton Council and South Somerset District Council and taken their views into account. These are the local authorities in the areas in which the scheme is proposed to be built and/or the scheme may significantly impact.</p>	<p>National Highways consulted on the SoCC addendum with Somerset County Council, Somerset West and Taunton Council and South Somerset District Council.</p> <p>The local authorities were sent the draft SoCC addendum to review on 23 March 2022, with a deadline for comments of 20 April 2022.</p> <p>A copy of the draft SoCC addendum and the letter sent to local authorities is provided at Consultation Report Appendix 7.1 and Appendix 7.2 (Document Reference 5.2). A table with comments received from local authorities and how comments were addressed in the final SoCC addendum is provided in Chapter 7 of this report</p>

<p><b>Consulting the community</b></p>	<p>A summary of feedback from the 2021 statutory public consultation and how this has influenced proposed modifications to date will be published as part of the suite of materials for this supplementary consultation, as outlined in this document.</p> <p>The 2021 SoCC and further details of previous consultations are available to view at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p>	<p>A booklet A358 Supplementary Consultation: responding to 2021 feedback was published as part of the suite of materials available at supplementary consultation.</p> <p>A copy of this booklet was made available via the project webpage (<a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields/">www.nationalhighways.co.uk/a358-taunton-to-southfields/</a>) and in hard copy at the public information points, public events and on request, as described in Chapter 7 of this report.</p> <p>The 2021 SoCC and further details of previous consultations remain available to view via the project webpage at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p>
<p><b>Who we are consulting with</b></p>	<p>The supplementary consultation will run from Tuesday 24 May to 23:59 on Sunday 26 June 2022.</p> <p>The changes to proposals since the statutory consultation are as follows:</p> <ul style="list-style-type: none"> <li>• Modifications to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety.</li> <li>• Changes to our proposals for walking, cycling, horse-riding and disabled-user access.</li> <li>• Changes to the environmental mitigation proposed as part of the scheme.</li> <li>• Change to the location of the main construction compound.</li> <li>• Minor modifications which address feedback from landholders and further consideration to how we would construct the project.</li> </ul> <p>These modifications have resulted in some amendments to the scheme boundary.</p> <p>These modifications have resulted in some amendments to the scheme boundary.</p> <p>Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 will be held with Persons with an Interest in Land</p>	<p>A single supplementary consultation process was carried out on the dates set out in the SoCC addendum, consulting on changes to proposals since the statutory consultation.</p> <p>Statutory consultation in accordance with section 42(1)(d) of the Planning Act 2008 was held with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes. Further detail on consultation with PILs is provided in Chapter 7 of this report.</p>

	<p>(PILs) whose land interests may be affected by the proposed changes.</p> <p>A single supplementary consultation process will be carried out on these changes in order to ensure a consistent approach and reduce the number of individual consultations.</p>	
<p><b>Who we are consulting with</b></p>	<p>For the supplementary consultation, we have used the same rationale for the consultation mailing zone as was outlined in the 2021 SoCC. This has been agreed with Somerset County Council, South Somerset District Council and Somerset West and Taunton Council.</p> <p>The consultation mailing zone is defined by:</p> <ul style="list-style-type: none"> <li>• all addresses within a 1.5km (0.9 mile) radius of the extent of preliminary design (the red line boundary)</li> <li>• all addresses that fall within the host civil parishes for the scheme – those whose boundaries are within the red line boundary</li> <li>• where there is no host civil parish, all addresses in the equivalent district council ward</li> </ul>	<p>A copy of the map of the consultation mailing zone is provided in Appendix 7.12 (Document Reference 5.2).</p> <p>Addresses within this zone were obtained from the Postcode Addresses File supplied by the Royal Mail.</p>

<p><b>Who can take part?</b></p>	<p>Anyone who is interested in this scheme is welcome to take part. We welcome all views and will take them into account. Your feedback will help us to shape our proposals before we submit our application for a Development Consent Order.</p>	<p>As set out in this Consultation Report, National Highways carried out a wide range of activities to ensure people could access information, ask questions of the team and provide consultation feedback via a variety of methods.</p> <p>There were more 950 attendees at the events, more than 10,000 page views of the materials available via the project webpage, and more than 670 consultation responses received, via the variety of response channels available, demonstrating that the consultation was sufficiently promoted and accessible.</p> <p>Chapter 8 of this report provides a summary of consultation responses and how National Highways has had regard to those responses.</p>
<p><b>How we will consult</b></p>		
<p><b>Postcard mailings</b></p>	<p>In advance of the supplementary consultation, we will send a postcard to all residential and business addresses with the consultation mailing zone.</p>	<p>The first postcard was mailed out on 13 May 2022.</p> <p>A copy of this postcard can be found Consultation Report Appendix 7.13 (Document Reference 5.2).</p> <p>National Highways was made aware in week commencing 16 May 2022 that one household did not receive the first postcard. Action was taken to investigate the mailing list and to identify if any addresses were missing. Although the address list for postcard mailouts had been generated using industry standard GIS software that has been used on multiple projects over many years, with postal addresses sourced from Royal Mail, the investigation showed that some postcodes had not been included in the mailing zone data. Addresses for these postcodes were obtained from the Postcode Addresses File supplied by the Royal Mail to ensure these addresses were included in the mailout for the second postcard. The first postcard one was part of the warm-up campaign and, in line with other warm-up materials, did not include any detail about the proposals. The postcards were one part of a range of activities to publicise the consultation</p>

		<p>prior to launch. These activities are described in this table and in Chapter 7 of this report.</p> <p>Changes to the scheme boundary resulted in a larger mailing zone than used for the 2021 statutory consultation, therefore the volume of postcodes issued for supplementary consultation compared to statutory consultation was significantly greater, which helped make more people aware of the proposals and how to have their say.</p>
	A second postcard will be sent to the same mailing list and emails will be issued at the start of the supplementary consultation period.	<p>The second postcard was mailed out on the 23 May 2022.</p> <p>A copy of this postcard can be found at Consultation Report Appendix 7.13 (Document Reference 5.2).</p>
	A similar email will be sent to users who have registered for updates via the scheme's webpage and to 2021 public consultation respondents who expressed an interest to stay in touch via email.	<p>Emails were sent to users who registered for updates via the webpage and to the 2021 public consultation respondents who expressed an interest to stay in touch via email. A sample copy of letters sent to 'additional organisations', which includes previous consultation respondents, is provided at Consultation Report Appendix 7.15 (Document Reference 5.2).</p>
<b>Stakeholder briefings</b>	<p>As part of the supplementary consultation we will offer to brief the following stakeholders about the supplementary consultation:</p> <ul style="list-style-type: none"> <li>• Elected representatives, including the host Members of Parliament (MPs), local authority members and parish councils</li> <li>• Members of the A358 community forum, the walking, cycling, and horse-riding forum and the business forum.</li> <li>• Those with an interest in land that we anticipate we will need to build the scheme or within the draft boundary of the scheme</li> </ul>	<p>The following briefings were held to brief stakeholders about supplementary consultation and how to get involved:</p> <ul style="list-style-type: none"> <li>• Elected representatives (MPs) – 6 May 2022</li> <li>• Community Forum - Tuesday 10 May 2022</li> <li>• Parish Councils – Thursday 26 May 2022</li> <li>• Local authority members – Thursday 26 May 2022</li> <li>• Walking, cycling and horse-riding Forum, Monday 6 June 2022</li> <li>• Business Forum, Friday 10 June 2022</li> </ul> <p>Details are provided in Chapter 7 of this report.</p>
<b>Hard-to-reach groups</b>	We will contact organisations on the hard-to-reach list by email in advance of the supplementary consultation and then email these organisations to advise that the consultation is live.	<p>Hard-to-reach organisations were contacted by email on 24 May 2022. A list of additional organisations (including 'hard to reach' groups) is provided at Consultation Report Appendix 7.14 (Document Reference 5.2). A sample copy of the letters is provided at Consultation Report Appendix 7.15 (Document Reference 5.2).</p>

<p><b>Virtual exhibition</b></p>	<p>At the start of the supplementary consultation, we will launch an online virtual exhibition room. The virtual exhibition room will be available 24/7 during the supplementary consultation period, and there will be a link to the online feedback questionnaire.</p>	<p>The virtual exhibition room was made available via <a href="https://a358-taunton-to-southfields-may-2022.virtual-engage.com/">https://a358-taunton-to-southfields-may-2022.virtual-engage.com/</a> on the 24 May 2022, which provided stakeholders with the opportunity to browse the consultation materials. Further information and screen shots are available in Chapter 7 of this report.</p> <p>When the consultation period ended, a pop-up information banner was added to the virtual exhibition room to advise visitors that the consultation had ended. The ability to submit feedback via the online feedback questionnaire hosted on the consultation webpage was also removed.</p>
<p><b>Dedicated consultation webpage</b></p>	<p>All consultation documents and the online feedback questionnaire will be made available on our dedicated webpage. The webpage will be made available on the first day of the consultation period. The webpage will be accessible via the scheme webpage at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p>	<p>All consultation documents and the online feedback questionnaire were made available via a dedicated consultation webpage, utilising National Highways consultation software, Citizen Space.</p> <p>The consultation webpage was accessible via the scheme webpage <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> during the consultation period from 24 May to 26 June 2022 and remain available for members of the public to view. All relevant consultation documentation that was provided at supplementary and statutory consultation remains also available to view online via the scheme webpage listed above.</p> <p>The ability to submit feedback via the online feedback questionnaire hosted on the consultation webpage was also removed when consultation ended at 11.59pm on Sunday 26 June 2022.</p> <p>Further details are provided in Chapter 7 of this report.</p>
<p><b>Webinars</b></p>	<p>We will hold a series of question and answer webinar sessions where specialist from the project team will present the changes to the preliminary design.</p> <p>The dates and times for the sessions are:</p> <p>Webinar 1 – Wednesday 25 May – 12:30pm  Webinar 2 – Tuesday 7 June – 12:30pm  Webinar 3 – Thursday 9 June – 7:00pm  Webinar 4 – Tuesday 14 June – 7:00pm</p>	<p>National Highways hosted the four question and answer webinar sessions through MS Teams software on the dates and times published in the SoCC addendum.</p> <p>The webinars consisted of a short presentation by the project team followed by a question-and-answer session in which project team specialists were available to answer queries from attendees.</p> <p>The dates and times of the events were included on the project website, consultation documents, and promoted via press and social</p>

	<p>The webinar sessions will be advertised on the project webpage, in consultation publicity materials and promoted via press and social media.</p>	<p>media. Anyone interested in attending a webinar was able to register via the scheme email address - <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a></p> <p>Comments that were made during the webinars were not considered as formal responses to the consultation. This was made clear to attendees during each webinar session.</p>
<b>Consultation events</b>	<p>We will hold face-to-face consultation events to supplement the virtual exhibition room. The dates, times and venues are as follows:</p> <ul style="list-style-type: none"> <li>• <b>Monks Yard (Conference Room)</b>, Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PY. Thursday 26 May from 11.00am to 8.00pm</li> <li>• <b>Somerset County Cricket Club</b>, The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT. Wednesday 8 June from 11.00am to 8.00pm</li> <li>• <b>Taunton Racecourse</b>, Orchard Portman, Taunton, Somerset, TA3 7BL. Saturday 11 June from 11.00am to 6.00pm</li> </ul> <p>Printed copies of the consultation materials will be made available at consultation events for attendees to review. Attendees will be able to take away a copy of the Consultation booklet, Feedback questionnaire and Responding to feedback from 2021 public consultation booklet. Attendees will also be able to submit their hard copy questionnaire at the events.</p>	<p>National Highways held three public consultation events at the venues, dates and times listed in the SoCC addendum.</p> <p>Printed copies of the consultation materials (Consultation booklet, Feedback questionnaire booklet and Responding to feedback from 2021 public consultation booklet) were available at all events for the attendees to take-away. Attendees were also be able to submit hard copy questionnaires at the events.</p> <p>There were 955 event attendees in total.</p>
<b>Telephone calls</b>	<p>Members of the public will be able to request a call back from a member of the project team by calling the customer contact centre 0300 123 5000 or by emailing <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a></p>	<p>The option to request a call back was advertised on the project website and consultation materials.</p> <p>The project team received and responded to 13 call back requests during the consultation period.</p>
<b>Press releases</b>	<p>Press releases publicising the upcoming supplementary consultation and how the community can get involved will be issued to the following outlets:</p> <ul style="list-style-type: none"> <li>• Somerset County Gazette</li> <li>• Somerset Live</li> <li>• Chard and Ilminster News</li> <li>• The Western Gazette</li> <li>• BBC Radio Somerset</li> </ul>	<p>Three press releases were issued to the media.</p> <ul style="list-style-type: none"> <li>• Have your say press release – issued prior to launch of consultation</li> <li>• Launch of consultation press release</li> <li>• New traffic tools press release</li> </ul>



	<ul style="list-style-type: none"> <li>• ITV News West Country</li> <li>• BBC Points West and Spotlight</li> </ul>	<p>The releases contained details of how to get involved in the supplementary consultation including the opening and closing date.</p> <p>Copies of the press releases and the list of media publications that press releases were issued to are provided in Consultation Report Appendix 7.27 (Document Reference 5.2).</p>
<p><b>Email and letters</b></p>	<p>At the start of the consultation period, we will send either emails or letters about the consultation and how to get involved to:</p> <ul style="list-style-type: none"> <li>• host constituency and neighbouring constituency area MPs</li> <li>• elected representatives at Somerset County Council, South Somerset District Council and Somerset West and Taunton Council</li> <li>• host parish councils</li> <li>• local authorities and parish councils adjacent to host local authorities and parish councils</li> </ul>	<p>MPs were contacted via email and offered a meeting. Elected representatives at Somerset County Council were invited to a briefing, which took place on 26 May 2022, providing an opportunity for newly elected members (as a result of the local elections which took place on 5 May 2022) to be briefed on the project and the supplementary consultation.</p> <p>Membership of the Community Forum includes elected representatives from Somerset County Council, South Somerset District Council and Somerset West and Taunton Council. All Community Forum members were invited to the Community Forum briefing held on 10 May 2022.</p> <p>The list of section 42(a) prescribed consultees, including local authorities and parish councils, that were sent the notification letter is available at Consultation Report Appendix 7.7 (Document Reference 5.2). A sample copy of the notification letters sent to section 42 consultees is available at Consultation Report Appendix 7.9 (Document Reference 5.2).</p>
<p><b>Public notice</b></p>	<p>Public notices to publicise the supplementary consultation will be published twice in locally circulating newspapers.</p> <p>They will also be placed in at least ten publicly accessible locations along the proposed route of the scheme.</p>	<p>A copy of the public notices can be found here: <a href="#">A358 Taunton to Southfields supplementary consultation: May-June 2022 - National Highways - Citizen Space</a></p> <p>Public notices, publicising the SoCC addendum and the DCO application, were placed in the Somerset County Gazette and Somerset Guardian and Standard on 12 May and 19 May, the London Gazette on 23 May and the Guardian on 24 May. Evidence is provided in Consultation Report Appendix 7.5 (Document Reference 5.2).</p> <p>Public Notice (posters) were also placed at 21 locations along the proposed route of the scheme and in the vicinity of the off-site mitigation areas. Evidence of the notices can be found in Consultation Report Appendix 7.17 (Document Reference 5.2).</p>

<b>Social media</b>	<p>We will promote the supplementary consultation on National Highways' South West Twitter and Facebook accounts: @HighwaysSWEST.</p>	<p>Consultation, events and webinars were promoted throughout the consultation period from National Highways' regional accounts. Further detail is available in Chapter 4 of this report.</p> <p>In total there were 21 social media posts with a combined reach of more than 75,000.</p>
<b>How we will consult</b>	<p>Any activity(ies) that cannot be undertaken due to circumstances beyond our control, for example owing to the COVID-19 pandemic, where possible will be substituted with similar activity(ies) and advertised in local newspapers (via press release) circulating in the vicinity of the scheme. Any activity changes will also be published on National Highways' South West Twitter and Facebook accounts, @HighwaysSWEST.</p>	<p>Activities were undertaken as set out in the SoCC addendum.</p>
<b>How to respond to consultation</b>	<p>A feedback questionnaire will be produced to help you provide comments on the scheme design. The questionnaire can be completed online via the scheme's webpage: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>,</p> <p>Hard copy feedback forms can be collected at one of the designated information points or requested by:</p> <ul style="list-style-type: none"> <li>• calling us on 0300 123 5000</li> <li>• emailing us at <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a></li> </ul> <p>The questionnaire can be returned free of charge using the freepost response address: FREEPOST A358 TAUNTON TO SOUTHFIELDS (the address must be written in capital letters and you do not need a stamp).</p> <p>Alternatively, feedback can be provided by email: <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a></p>	<p>An online feedback questionnaire was available via the scheme's webpage: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>.</p> <p>The ability to submit feedback via the online feedback questionnaire was removed when consultation ended at 11.59pm on Sunday 26 June 2022.</p> <p>A copy of the questionnaire is provided at Consultation Report Appendix 7.19 (Document Reference 5.2).</p> <p>Hard copy questionnaires were available to order on request, or to collect at one of the in-person events or public information points listed in Chapter 7 of this report.</p> <p>More than 670 consultation responses were submitted via all consultation response methods publicised including online, freepost and email. Further detail is provided in Chapter 8 of this report.</p>
<b>Consultation documents</b>	<p>We will make the following documents available as part of the consultation:</p> <ul style="list-style-type: none"> <li>• Consultation booklet:</li> <li>• Summary of changes booklet</li> <li>• Feedback questionnaire:</li> <li>• Responding to feedback from our 2021 consultation:</li> <li>• Traffic and environment notes</li> </ul>	<p>All documents listed in the SoCC addendum were made available via the mechanisms set out in the SoCC addendum. Details are provided in Chapter 7 of this report.</p>

	<ul style="list-style-type: none"> <li>• Statement of Community Consultation (SoCC) addendum</li> <li>• A set of plans of the scheme to include: <ul style="list-style-type: none"> <li>• walking, cycling and horse-riding, including disabled users, strategy drawings</li> <li>• general arrangement plans</li> <li>• profile and profile drawings</li> <li>• map of the route:</li> </ul> </li> </ul>	
<b>Methods to make consultation documents available</b>		
<b>Project webpage:</b>	All consultation documents will be available via the scheme's webpage which can be found at: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> .	Visit the scheme's webpage: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> to find all the available consultation materials.
<b>Public information points</b>	<p>The following documents will be made available to pick up at public information points:</p> <ul style="list-style-type: none"> <li>• consultation booklets</li> <li>• feedback questionnaires</li> <li>• responding to feedback from 2021 public consultation booklets.</li> </ul> <p>The public information point locations are as follows:</p> <ul style="list-style-type: none"> <li>• Taunton Library, Paul Street, Taunton TA1 3XZ</li> <li>• South Petherton Library, 3 St James's Street, South Petherton TA13 5BS</li> <li>• Martock Library, North Street, Martock TA12 6DL</li> <li>• Priorswood Library, Hillside Children's Centre, Eastwick Rd, Taunton TA2 7HD</li> <li>• Ilminster Library, Ditton Street, Ilminster TA19 0BW (hard copy of the technical notes, set of plans and <i>Summary of changes booklet</i> will also be available for inspection at this location)</li> <li>• Chard Library, Holyrood Street, Chard TA20 2YA</li> <li>• Somerset County Council mobile library</li> </ul>	<p>The Consultation booklet, Feedback questionnaires, and Responding to feedback from the 2021 public consultation booklet were all available from the public information point locations listed in the SoCC addendum.</p> <p>A telephone call was made weekly to each public information point location to ensure ensure that consultation materials remained available for the general public throughout the consultation period.</p>

	<ul style="list-style-type: none"> <li>• Ilminster Meeting House &amp; Arts Centre, 35 East Street, Ilminster TA19 0AN</li> <li>• Henlade Post Office, Henlade, Taunton TA3 5DH</li> <li>• Blackbrook Leisure Centre &amp; Spa, Blackbrook Way, Taunton TA1 2RW</li> <li>• Somerset West and Taunton Council, Deane House, Belvedere Road, Taunton, Somerset TA1 1HE (hard copy of the technical notes, set of plans and <i>Summary changes booklet</i> will also be available for inspection at this location)</li> </ul> <p>Where agreed these documents will be sent to host parish councils</p> <p>We will check, by telephone, email and/or in-person on a weekly basis that consultation documentation remains at the public information points throughout the consultation period.</p>	
<p><b>Request for documents</b></p>	<p>Prior to the launch of the consultation, people will be able to pre-register to receive hard copies of documents on the launch of consultation. Paper copies of the Consultation booklet, Feedback questionnaire, Responding to feedback from the 2021 public consultation and the SoCC addendum will be supplied free of charge.</p> <p>However, there may be a charge of up to £200 for paper copies of other consultation materials.</p>	<p>A total of 61 requests were made for hard copy documents.</p> <p>Requests for hard copy documents were fulfilled once consultation had launched.</p>
<p><b>Next steps</b></p>	<p>We will record and carefully consider all responses received during the consultation. Responses will be taken into account in finalising our application before we submit it to the Planning Inspectorate.</p> <p>We will summarise our findings in a Consultation Report which will include a description of how our application was informed by the responses received and outline any changes made as a result.</p>	<p>A summary of consultation responses and how National Highways has had regard to responses is provided in Chapter 8 of this report.</p>

	<p>For more information visit our scheme webpage: <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>, where you can sign up to email alerts whenever the webpage is updated.</p> <p>If you have any queries about this scheme, please contact the project team directly by calling 0300 123 5000 or emailing <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a></p>	<p>Visitors to the project webpage can sign up for email alerts or contact the project team via the email address and email address listed in the SoCC addendum.</p> <p>The web address and email address promoted during supplementary consultation and on consultation materials remain active and direct visitors to the National Highways scheme webpage and the project inbox. Consultation materials remain available online via the Highways England web address (<a href="http://www.highwaysengland.co.uk/a358-taunton-to-southfields">www.highwaysengland.co.uk/a358-taunton-to-southfields</a>) and the National Highways web address (<a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>).</p>
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**Additional activities:**

National Highways carried out further promotional and communications activities in addition to those committed to in the published Statement of Community Consultation addendum. These are outlined in the table below.

Materials	<p>National Highways commissioned the creation of large print versions of the consultation booklet and feedback questionnaire, which ensured these documents were accessible to all stakeholders. These materials were hosted on the project webpage and in hard copy on request.</p> <p>National Highways commissioned the creation of a fly-through animation of the proposed scheme, which also had a voiceover and subtitles. This enabled stakeholders to view what the proposals could look like once constructed. This provided an additional visualisation tool to aid the project team in explaining the details of the proposed scheme. The animation was available to view via the scheme webpage and at the face-to-face events.</p> <p>National Highways created a range of STEM educational materials for children that was available in the 'Kids' corner' within the virtual consultation room. The resources increased engagement with younger demographics by involving children in the consultation. They also gave time-poor parents educational activities for their children during the COVID-19 pandemic. The materials remain available to view on the virtual room at <a href="https://a358-taunton-to-southfields-may-2022.virtual-engage.com/">https://a358-taunton-to-southfields-may-2022.virtual-engage.com/</a></p>
Engagement van	<p>National Highways helped raise awareness of the consultation by using an engagement van. The van was parked at the following two locations and provided advertising for the supplementary consultation:</p> <ul style="list-style-type: none"> <li>• Tesco, Shudrick Lane, Ilminster TA19 0BQ – 13–15 May 2022</li> <li>• Sainsbury's, Hankridge Farm Retail Park, Hankridge Way, Taunton TA1 2LR – 13-14 June 2022</li> </ul>

	Evidence of the engagement van being parked at these locations can be found in Consultation Report Appendix 7.29 (Document Reference 5.2).
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## Appendix 7.7

### List of section 42(a) prescribed consultees for 2022 supplementary consultation

**Appendix 7.7 List of consultees identified under Section 42 of the Planning Act 2008 and schedule 1 of the (APFP Regs) for 2022 supplementary consultation**

The table below lists the prescribed parties identified under Section 42 of the Planning Act 2008 and schedule 1 of the (APFP Regulations)<sup>1</sup>.

<b>Schedule 1 Description</b>	<b>Circumstances when that person must be notified or consulted</b>	<b>Consulted on the scheme</b>	<b>Identified Consultee/ Organisation</b>
The Welsh Ministers	All applications likely to affect land in Wales	No - the scheme does not affect land in Wales	N/A
The Scottish Executive	All proposed applications likely to affect land in Scotland	No - the scheme does not affect land in Scotland	N/A
The relevant Northern Ireland Department	All proposed applications likely to affect land in Northern Ireland	No - the scheme does not affect land in Northern Ireland	N/A
The Health and Safety Executive	All cases	Yes	Health and Safety Executive
The National Health Service Commissioning Board and relevant Clinical Commissioning Group	All proposed applications likely to affect land in England and Wales	Yes	National Health Service (NHS) England
			NHS Somerset Clinical Commissioning Group
Natural England	All proposed applications likely to affect land in England	Yes	Natural England
The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England	Yes	Historic England
The relevant fire and rescue authority	All cases	Yes	Devon and Somerset Fire and Rescue Service

<sup>1</sup> Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations') as amended



The relevant police and crime commissioner	All cases	Yes	Avon and Somerset Police and Crime Commissioner
The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	All cases	Yes – host Parish Council	Ashill Parish Council
			Beercorcombe Parish Council
			Broadway Parish Council
			Hatch Beauchamp Parish Council
			Horton Parish Council
			Iminster Town Council
			Ilton Parish Council
			Neroche Parish Council
			Ruishton, Thornfalcon and Henlade Parish Council
			Stoke St Mary Parish Council
			West Hatch Parish Council
			West Monkton Parish Council
			Yes – neighbouring Parish Council
		Buckland St. Mary Parish Council	
		Cheddon Fitzpaine Parish Council	
		Combe St Nicolas Parish Council	
		Corfe Parish Council	

			Creech St. Michael Parish Council
			Curry Mallet Marish Parish Council
			Donyatt Parish Council
			Dowlish Wake Parish Council
			Ilton Parish Council
			Isle Abbotts Parish Council
			Kingston St Mary Civil Parish
			Kingstone Parish
			Knowle St Giles Parish
			North Curry Parish Council
			North Petherton Parish Council
			Otterford Parish Council
			Pitminster Parish Council
			Puckington Parish Council
			Stocklinch Parish Council
			Trull Parish Council
			Whitelackington Parish Council
The Environment Agency	All proposed applications likely to affect land in England and/or Wales	Yes	The Environment Agency
The Scottish Environment Protection Agency (SEPA)	All proposal applications likely to affect land in Scotland	No - the scheme does not affect land in Scotland	N/A
The Equality and Human Rights Commission	All proposed applications likely to affect land in England and Wales	Yes	The Equality and Human Rights Commission

The Relevant AONB Conservation Boards	All proposed applications likely to affect an AONB that is managed by a Conservation Board	Yes	Blackdown Hills AONB
			Dorset AONB
			Quantock AONB
Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales	No - the scheme does not affect land in Wales	N/A
The Natural Resources Body for Wales (NRW)	All proposed applications likely to affect land in Wales	No – the scheme does not affect land in Wales	N/A
The Joint Nature Conservation Committee	All proposed applications likely to affect the marine environment	No – the scheme is does not affect the marine environment	N/A
Scottish Natural Heritage	All proposed applications likely to affect land in Scotland	No - the scheme does not affect land in Scotland	N/A
The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	No – the scheme would not affect the maritime or coastal environment, or the shipping industry	N/A
The Marine and Fisheries Agency	All proposed applications likely to affect the marine area in England and Wales	No – the scheme would not affect the marine area in England and Wales	N/A
The Scottish Fisheries Protection Agency	All proposed applications likely to affect the fisheries industry in Scotland	No – the scheme would not affect the fisheries industry in Scotland	N/A
The Civil Aviation Authority	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	Yes	The Civil Aviation Authority
The Secretary of State for Transport	All proposed applications likely to affect road or transport operation and/or planning on roads for which	Yes	The Department for Transport, The Rt Hon Grant Shapps MP

	the Secretary of State for Transport is the highway authority.		
The Highways Agency (Relevant strategic highways authority)	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	Yes	National Highways South West
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	No – the scheme would not affect transport within, to or from a relevant integrated transport area of an ITA or PTE	N/A
The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Yes	Somerset County Council
Transport for London	All proposed applications likely to affect transport within, to or from Greater London	No – the scheme would not affect transport within, to or from Greater London	N/A
The Rail Passengers Council	All proposed applications likely to affect rail passenger transport	Yes	Transport Focus
The Disabled Persons Transport Advisory Committee	All proposed applications likely to affect access to transport for disabled people	Yes	The Disabled Persons Transport Advisory Committee
The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining.	Yes	The Coal Authority
The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk	Yes	Parrett Internal Drainage Board

The Canal and River Trust	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	Yes	Canal and River Trust	
Trinity House	All proposed applications likely to affect navigation in tidal waters	No – the scheme would not affect navigation in tidal waters	N/A	
Public Health England, an executive department of the Department of Health	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people	Yes	Public Health England	
The relevant local resilience forum	All cases	Yes	Avon and Somerset	
Relevant statutory undertakers	Homes and Communities Agency	Yes	Homes England	
	Railways	Yes	Network Rail Infrastructure Ltd	
	Railways	Yes	Highways England Historical Railways Estate	
	The relevant electricity generator with CPO Powers		Yes	Eclipse Power Networks
				Energy Assets Networks Ltd
				ESP Electricity Ltd
				Forbury Assets Ltd
				Fulcrum Electricity Assets Ltd
				Harlaxton Energy Networks Ltd
				Independent Power Networks Ltd
				Indigo Power Ltd
				Last Mile Electricity Ltd
Leep Electricity Networks Ltd				
Murphy Power Distribution Ltd				

			National Grid Electricity Transmission Plc
			The Electricity Network Company Ltd
			UK Power Distribution Ltd
			Utility Assets Ltd
			Vattenfall Networks Ltd
			Western Power Distribution (South West) Plc
	The relevant NHS Foundation Trust	Yes	South Western Ambulance Service NHS Foundation Trust
	The relevant public gas transporter	Yes	Taunton and Somerset NHS Foundation Trust
			Cadent Gas Ltd
			Energy Assets Pipelines Ltd
			ESP Networks Ltd
			Fulcrum Pipelines Ltd
			GTC Pipelines Ltd
			Harlaxton Gas Networks Ltd
			Indigo Networks Ltd
			Last Mile Gas Ltd
			Leep Gas Networks Ltd
			Murphy Gas Networks Ltd
			National Grid Gas Plc
Quadrant Pipelines Ltd			

			Scotland Gas Networks Plc
			Wales and West Utilities Ltd
	The relevant water and sewage undertaker	Yes	Wessex Water
	Universal Service Provider	Yes	Royal Mail Group
The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	Yes	The Crown Estate
The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands	Yes	The Forestry Commission (South West)
The relevant local health board	All proposed applications likely to affect land in Wales	No – the scheme would not affect land in Wales	N/A
The National Health Service Trusts	All proposed applications likely to affect land in Wales	No – the scheme would not affect land in Wales	N/A
Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map <sup>18</sup> and all developments in the marine area	Yes	Ministry of Defence
The Office for Nuclear Regulation	All proposed applications likely to affect matters relevant to the ONR’s purposes within the meaning of Part 3 of the Energy Act 2013 (see s67 of that Act) <sup>19</sup>	Yes	The Office for Nuclear Regulation
Non-prescribed body	Advised by the Inspectorate	Yes	West of England Combined Authority

## Appendix 7.8

### List of section 42(1)(d) Persons with an Interest in the Land (PIL)s for 2022 supplementary consultation



## Introduction:

The below provides a list of PILs that were consulted as part of the supplementary consultation held between 24 May and 26 June 2022. Personal details have been omitted and each PIL has been assigned an individual PIL ID.

### PILs consulted in 2022 supplementary consultation:

PIL ID 2	PIL ID 5	PIL ID 7	PIL ID 8
PIL ID 9	PIL ID 11	PIL ID 12	PIL ID 13
PIL ID 14	PIL ID 16	PIL ID 19	PIL ID 25
PIL ID 26	PIL ID 29	PIL ID 31	PIL ID 33
PIL ID 34	PIL ID 40	PIL ID 43	PIL ID 44
PIL ID 46	PIL ID 48	PIL ID 49	PIL ID 50
PIL ID 51	PIL ID 52	PIL ID 53	PIL ID 54
PIL ID 55	PIL ID 57	PIL ID 58	PIL ID 66
PIL ID 67	PIL ID 69	PIL ID 70	PIL ID 71
PIL ID 73	PIL ID 75	PIL ID 76	PIL ID 77
PIL ID 78	PIL ID 82	PIL ID 85	PIL ID 87
PIL ID 88	PIL ID 89	PIL ID 102	PIL ID 103
PIL ID 104	PIL ID 105	PIL ID 110	PIL ID 113
PIL ID 115	PIL ID 121	PIL ID 122	PIL ID 123
PIL ID 124	PIL ID 125	PIL ID 126	PIL ID 133
PIL ID 134	PIL ID 135	PIL ID 136	PIL ID 138
PIL ID 141	PIL ID 142	PIL ID 144	PIL ID 145
PIL ID 147	PIL ID 148	PIL ID 149	PIL ID 151
PIL ID 152	PIL ID 158	PIL ID 159	PIL ID 160
PIL ID 162	PIL ID 163	PIL ID 165	PIL ID 166
PIL ID 167	PIL ID 174	PIL ID 184	PIL ID 185
PIL ID 186	PIL ID 187	PIL ID 189	PIL ID 191
PIL ID 194	PIL ID 196	PIL ID 197	PIL ID 198
PIL ID 199	PIL ID 201	PIL ID 202	PIL ID 203
PIL ID 204	PIL ID 205	PIL ID 207	PIL ID 208
PIL ID 209	PIL ID 210	PIL ID 212	PIL ID 213
PIL ID 215	PIL ID 216	PIL ID 217	PIL ID 218
PIL ID 222	PIL ID 224	PIL ID 225	PIL ID 226
PIL ID 227	PIL ID 228	PIL ID 229	PIL ID 230
PIL ID 233	PIL ID 234	PIL ID 235	PIL ID 239
PIL ID 240	PIL ID 243	PIL ID 244	PIL ID 245
PIL ID 246	PIL ID 247	PIL ID 252	PIL ID 253
PIL ID 254	PIL ID 255	PIL ID 256	PIL ID 257
PIL ID 259	PIL ID 260	PIL ID 262	PIL ID 265
PIL ID 266	PIL ID 268	PIL ID 272	PIL ID 273

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PIL ID 274	PIL ID 275	PIL ID 276	PIL ID 280
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PIL ID 288	PIL ID 289	PIL ID 292	PIL ID 293
PIL ID 295	PIL ID 296	PIL ID 297	PIL ID 299
PIL ID 302	PIL ID 303	PIL ID 304	PIL ID 305
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PIL ID 311	PIL ID 312	PIL ID 313	PIL ID 314
PIL ID 315	PIL ID 317	PIL ID 318	PIL ID 319
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PIL ID 328	PIL ID 331	PIL ID 332	PIL ID 333
PIL ID 334	PIL ID 335	PIL ID 336	PIL ID 340
PIL ID 341	PIL ID 342	PIL ID 344	PIL ID 345
PIL ID 346	PIL ID 347	PIL ID 348	PIL ID 349
PIL ID 350	PIL ID 355	PIL ID 356	PIL ID 357
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PIL ID 366	PIL ID 368	PIL ID 369	PIL ID 374
PIL ID 375	PIL ID 376	PIL ID 377	PIL ID 380
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PIL ID 385	PIL ID 386	PIL ID 387	PIL ID 388
PIL ID 389	PIL ID 390	PIL ID 391	PIL ID 392
PIL ID 400	PIL ID 402	PIL ID 403	PIL ID 405
PIL ID 407	PIL ID 409	PIL ID 410	PIL ID 418
PIL ID 419	PIL ID 424	PIL ID 425	PIL ID 426
PIL ID 428	PIL ID 435	PIL ID 436	PIL ID 439
PIL ID 440	PIL ID 441	PIL ID 442	PIL ID 443
PIL ID 445	PIL ID 446	PIL ID 447	PIL ID 448
PIL ID 449	PIL ID 450	PIL ID 452	PIL ID 453
PIL ID 461	PIL ID 462	PIL ID 477	PIL ID 478
PIL ID 479	PIL ID 480	PIL ID 481	PIL ID 482
PIL ID 483	PIL ID 485	PIL ID 486	PIL ID 487
PIL ID 488	PIL ID 508	PIL ID 509	PIL ID 512
PIL ID 672	PIL ID 673	PIL ID 674	PIL ID 675
PIL ID 677	PIL ID 679	PIL ID 682	PIL ID 683
PIL ID 685	PIL ID 686	PIL ID 706	PIL ID 708
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PIL ID 770	PIL ID 774	PIL ID 775	PIL ID 783
PIL ID 784	PIL ID 785	PIL ID 788	PIL ID 789
PIL ID 790	PIL ID 791	PIL ID 793	PIL ID 795

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PIL ID 859	PIL ID 862	PIL ID 868	PIL ID 869
PIL ID 870	PIL ID 871	PIL ID 873	PIL ID 874
PIL ID 877	PIL ID 878	PIL ID 879	PIL ID 880
PIL ID 882	PIL ID 883	PIL ID 886	PIL ID 887
PIL ID 888	PIL ID 889	PIL ID 895	PIL ID 896
PIL ID 898	PIL ID 901	PIL ID 903	PIL ID 904
PIL ID 906	PIL ID 909	PIL ID 910	PIL ID 925
PIL ID 926	PIL ID 934	PIL ID 936	PIL ID 938
PIL ID 939	PIL ID 940	PIL ID 949	PIL ID 950
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PIL ID 964	PIL ID 969	PIL ID 973	PIL ID 974
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PIL ID 1965	PIL ID 1968	PIL ID 1980	PIL ID 1984
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PIL ID 2372	PIL ID 2373	PIL ID 2374	PIL ID 2375
PIL ID 2376	PIL ID 2377	PIL ID 2378	PIL ID 2379
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PIL ID 3728	PIL ID 3729	PIL ID 3730	PIL ID 3731
PIL ID 3732	PIL ID 3733	PIL ID 3734	PIL ID 3735
PIL ID 3736	PIL ID 3737	PIL ID 3738	PIL ID 3739
PIL ID 3740	PIL ID 3741	PIL ID 3742	PIL ID 3743
PIL ID 3744	PIL ID 3745	PIL ID 3746	PIL ID 3747
PIL ID 3748	PIL ID 3749	PIL ID 3750	PIL ID 3751
PIL ID 3752	PIL ID 3753	PIL ID 3754	PIL ID 3755
PIL ID 3756	PIL ID 3757	PIL ID 3758	PIL ID 3759
PIL ID 3760	PIL ID 3761	PIL ID 3762	PIL ID 3763
PIL ID 3764	PIL ID 3765	PIL ID 3766	PIL ID 3767
PIL ID 3768	PIL ID 3769	PIL ID 3770	PIL ID 3771
PIL ID 3772	PIL ID 3773	PIL ID 3774	PIL ID 3775
PIL ID 3776	PIL ID 3777	PIL ID 3778	PIL ID 3779
PIL ID 3780	PIL ID 3781	PIL ID 3782	PIL ID 3783
PIL ID 3784	PIL ID 3785	PIL ID 3786	PIL ID 3787
PIL ID 3788	PIL ID 3789	PIL ID 3790	PIL ID 3791
PIL ID 3792	PIL ID 3793	PIL ID 3794	PIL ID 3795
PIL ID 3796	PIL ID 3797	PIL ID 3798	PIL ID 3799
PIL ID 3800	PIL ID 3801	PIL ID 3802	PIL ID 3803
PIL ID 3804	PIL ID 3805	PIL ID 3806	PIL ID 3807
PIL ID 3808	PIL ID 3809	PIL ID 3810	PIL ID 3811
PIL ID 3812	PIL ID 3813	PIL ID 3814	PIL ID 3815
PIL ID 3816	PIL ID 3817	PIL ID 3818	PIL ID 3819
PIL ID 3820	PIL ID 3821	PIL ID 3822	PIL ID 3823
PIL ID 3824	PIL ID 3825	PIL ID 3826	PIL ID 3827
PIL ID 3828	PIL ID 3829	PIL ID 3830	PIL ID 3831
PIL ID 3832	PIL ID 3833	PIL ID 3834	PIL ID 3835
PIL ID 3836	PIL ID 3837	PIL ID 3838	PIL ID 3839
PIL ID 3840	PIL ID 3841	PIL ID 3842	PIL ID 3843
PIL ID 3844	PIL ID 3845	PIL ID 3846	PIL ID 3847
PIL ID 3848	PIL ID 3849	PIL ID 3850	PIL ID 3851
PIL ID 3852	PIL ID 3853	PIL ID 3854	PIL ID 3855
PIL ID 3856	PIL ID 3857	PIL ID 3858	PIL ID 3859
PIL ID 3860	PIL ID 3861	PIL ID 3862	PIL ID 3863
PIL ID 3864	PIL ID 3865	PIL ID 3866	PIL ID 3867
PIL ID 3868	PIL ID 3869	PIL ID 3870	PIL ID 3871
PIL ID 3872	PIL ID 3873	PIL ID 3874	PIL ID 3875
PIL ID 3876	PIL ID 3877	PIL ID 3878	PIL ID 3879
PIL ID 3880			

## Appendix 7.9

### Sample copy of letters sent to each category of section 42 consultee for 2022 supplementary consultation

Sub -Appendix No.	Appendix Title
7.9a	Sample copy of letters sent to host authorities for 2022 supplementary consultation
7.9b	Sample copy of letters sent to neighbouring authorities for 2022 supplementary consultation
7.9c	Sample copy of letters sent to host parish councils for 2022 supplementary consultation
7.9d	Sample copy of letters sent to neighbouring parish councils for 2022 supplementary consultation
7.9e	Sample copy of letters sent to prescribed consultees for 2022 supplementary consultation
7.9f	Sample copy of letters sent to Persons with an Interest in the Land (PIL)s for 2022 supplementary consultation



## Appendix 7.9a

# Sample copy of letters sent to host authorities for 2022 supplementary consultation

By Email

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Host Local Authorities/May  
2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of

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<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.

State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

We undertook statutory consultation in relation to the proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

The changes to the proposals since the statutory consultation sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety
- changes to our proposals for walking, cycling, horse-riding and disabled user access
- changes to the environmental mitigation proposed as part of the scheme
- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the scheme

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as a host authority in which the scheme is situated for the purposes of section 42(1)(b) of the 2008 Act.

This letter is being sent to you to inform you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 11:59pm**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory public consultation material. For supplementary consultation we have prepared an Environmental note, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

## Consultation documents

To view the full suite of supplementary consultation documents listed below, please visit the scheme website from **Tuesday 24 May 2022** at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

The following are provided to help you understand the proposals and share your views with us:

- Supplementary consultation booklet
- Summary of changes booklet
- Responding to feedback from 2021 public consultation booklet
- Supplementary consultation feedback questionnaire
- Environmental note
- Technical traffic note
- Statement of Community Consultation (SoCC) Addendum
- Consultation plans

A copy of the Notice Publicising a Proposed Application for a Development Consent Order is enclosed with this letter. Copies of the supplementary consultation materials will be available online free of charge from Tuesday 24 May 2022 via the scheme website.

Copies of the consultation materials may be requested by consultees in hard copy or on a USB memory stick during the supplementary consultation period from National Highways using the project email address, dedicated freepost address or telephone number. Hard copies of the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Responding to feedback from 2021 public consultation booklet, and the SoCC Addendum will be supplied free of charge; however, there may be a charge of up to £200 for hard copies of other consultation materials.

Hard copies of the supplementary consultation materials including the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Summary of changes booklet, Responding to feedback from 2021 public consultation booklet, Technical traffic note, Environmental note, Consultation plans and the SoCC Addendum will be available for inspection free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at selected public venues.

Copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire, as well as the Responding to feedback from 2021 public consultation booklet, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues.

For a list of locations where hard copy materials can be inspected or collected, please visit our website or contact us via email or telephone.

## Consultation events

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times. We welcome you to attend one of our consultation events listed below:

Location	Date	Time
Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
Somerset County Cricket Club, The Cooper Associates County Ground, St James St, Taunton TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The date and the starting time of these sessions are as follows:

Session	Date	Starting time
Webinar 1	Wednesday 25 May 2022	12:30pm
Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm

To register for a webinar, email us at  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

Any responses to this supplementary consultation in respect of the scheme should be sent to the following:

- **By email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- **By post:** FREEPOST A358 TAUNTON TO SOUTHFIELDS
- **Online:** by accessing the feedback questionnaire via the scheme website [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

Please send all feedback to us by **11:59pm on Sunday 26 June 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

[infrastructure.planninginspectorate.gov.uk](http://infrastructure.planninginspectorate.gov.uk)

Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.9b

# Sample copy of letters sent to neighbouring authorities for 2022 supplementary consultation

**By Email**

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Neighbouring Local  
Authorities/May 2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of

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<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.



State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

We undertook statutory consultation in relation to the proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

The changes to the proposals since the statutory consultation sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety
- changes to our proposals for walking, cycling, horse-riding and disabled user access
- changes to the environmental mitigation proposed as part of the scheme
- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the scheme

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as a neighbouring local authority in relation to the location of the scheme for the purposes of section 42(1)(b) of the 2008 Act.

This letter is being sent to you to inform you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 11:59pm**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory public consultation material. For supplementary consultation we have prepared an Environmental note, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

## Consultation documents

To view the full suite of supplementary consultation documents listed below, please visit the scheme website from **Tuesday 24 May 2022** at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

The following are provided to help you understand the proposals and share your views with us:

- Supplementary consultation booklet
- Summary of changes booklet
- Responding to feedback from 2021 public consultation booklet
- Supplementary consultation feedback questionnaire
- Environmental note
- Technical traffic note
- Statement of Community Consultation (SoCC) Addendum
- Consultation plans

A copy of the Notice Publicising a Proposed Application for a Development Consent Order is enclosed with this letter. Copies of the supplementary consultation materials will be available online free of charge from Tuesday 24 May 2022 via the scheme website.

Copies of the consultation materials may be requested by consultees in hard copy or on a USB memory stick during the supplementary consultation period from National Highways using the scheme email address, dedicated freepost address or telephone number. Hard copies of the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Responding to feedback from 2021 public consultation booklet and the SoCC Addendum will be supplied free of charge; however, there may be a charge of up to £200 for hard copies of other consultation materials.

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Copies of the supplementary Consultation booklet and Feedback questionnaire, as well as the Responding to feedback from 2021 public consultation booklet, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues.

For a list of locations where hard copy materials can be inspected or collected, please visit our website or contact us via email or telephone.

## Consultation events

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times. We welcome you to attend one of our consultation events listed below:

Location	Date	Time
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Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The dates and times of these sessions are as follows:

Session	Date	Starting time
Webinar 1	Wednesday 25 May 2022	12:30pm
Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm



To register for a webinar, email us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

Any responses to this supplementary consultation in respect of the scheme should be sent to the following:

- **By email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
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Please send all feedback to us by **11:59pm on Sunday 26 June 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

[infrastructure.planninginspectorate.gov.uk](http://infrastructure.planninginspectorate.gov.uk)

Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Katherine Liddington".

**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.9c

### Sample copy of letters sent to host parish councils for 2022 supplementary consultation

**By Email**

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Host Parish Councils/May  
2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out set in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

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During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as a host parish council in which the scheme is situated for the purposes of section 42(1)(a) of the 2008 Act.

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Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The date and the starting time of these sessions are as follows:

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Webinar 2	Tuesday 7 June 2022	12:30pm
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Webinar 4	Tuesday 14 June 2022	7:00pm

To register for a webinar, email us at  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

Any responses to this consultation in respect of the scheme should be supplied using the contact methods below:

- **By email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- **By post:** FREEPOST A358 TAUNTON TO SOUTHFIELDS
- **Online:** by accessing the feedback questionnaire via the scheme website [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

Please send all feedback to us by **11:59pm on Sunday 26 June 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

[infrastructure.planninginspectorate.gov.uk](http://infrastructure.planninginspectorate.gov.uk)

Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.9d

### Sample copy of letters sent to neighbouring parish councils for 2022 supplementary consultation

**By Email**

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Neighbouring Parish  
Councils/May 2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of

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<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.

State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

We undertook statutory consultation in relation to the proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

The changes to the proposals since the statutory consultation sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety
- changes to our proposals for walking, cycling, horse-riding and disabled user access
- changes to the environmental mitigation proposed as part of the scheme
- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the scheme

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as a neighbouring parish council in relation to the location of the scheme for the purposes of section 42(1)(a) of the 2008 Act.

This letter is being sent to you to inform you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 11:59pm**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory public consultation material. For supplementary consultation we have prepared an Environmental note, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

## Consultation documents

To view the full suite of supplementary consultation documents listed below, please visit the scheme website from **Tuesday 24 May 2022** at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

The following are provided to help you understand the proposals and share your views with us:

- Supplementary consultation booklet
- Summary of changes booklet
- Responding to feedback from 2021 public consultation booklet
- Supplementary consultation feedback questionnaire
- Environmental note
- Technical traffic note
- Statement of Community Consultation (SoCC) Addendum
- Consultation plans

A copy of the Notice Publicising a Proposed Application for a Development Consent Order is enclosed with this letter. Copies of the supplementary consultation materials will be available online free of charge from Tuesday 24 May 2022 via the scheme website.

Copies of the consultation materials may be requested by consultees in hard copy or on a USB memory stick during the supplementary consultation period from National Highways using the scheme email address, dedicated freepost address or telephone number. Hard copies of the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Responding to feedback from 2021 public consultation booklet and the SoCC Addendum will be supplied free of charge; however, there may be a charge of up to £200 for hard copies of other consultation materials.

Hard copies of the supplementary consultation materials including the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Summary of changes booklet, Responding to feedback from 2021 public consultation booklet, Technical traffic note, Environmental note, Consultation plans and the SoCC Addendum will be available for inspection free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at selected public venues.

Copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire, as well as the Responding to feedback from 2021 public consultation booklet, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues.

For a list of locations where hard copy materials can be inspected or collected, please visit the scheme website or contact us via email or telephone.

## Consultation events

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times. We welcome you to attend one of our consultation events listed below:

Location	Date	Time
Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
Somerset County Cricket Club, The Cooper Associates County Ground, St James St, Taunton TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The date and the starting time of these sessions are as follows:

Session	Date	Starting time
Webinar 1	Wednesday 25 May 2022	12:30pm
Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm



To register for a webinar, email us at  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

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Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order



## Appendix 7.9e

# Sample copy of letters sent to prescribed consultees for 2022 supplementary consultation

**By Email**

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Prescribed Consultees/May  
2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out set in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of

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State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

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The changes to the proposals since the statutory consultation sit in the following broad categories:

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- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the project

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as a prescribed consultee in relation to the proposed development for the purposes of section 42(1)(a) of the 2008 Act.

This letter is being sent to you to inform you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 11:59pm**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

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## Consultation documents

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Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The date and the starting time of these sessions are as follows:

Session	Date	Starting time
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Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm

To register for a webinar, email us at  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

Any responses to this supplementary consultation in respect of the scheme should be sent to the following:

- **By email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
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Please send all feedback to us by **11:59pm on Sunday 26 June 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

[infrastructure.planninginspectorate.gov.uk/](http://infrastructure.planninginspectorate.gov.uk/)

Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.9f

### Sample copy of letters sent to Persons with an Interest in the Land (PIL)s for 2022 supplementary consultation

[Recipient name]  
[Recipient address]

Katherine Liddington  
A358 Taunton to Southfields Dualling  
Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: 141605.003\_Cat1&2\_XXXXX\_May 2022

Dear [Recipient],

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highway's (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme ('the scheme'). As set out in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

We undertook statutory consultation in relation to its proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

---

<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.



As a result of the changes to the proposals, you have been identified as a party whose “interest in land<sup>2</sup>” is still to be acquired and / or otherwise used by the scheme under the revised proposals, changes to the proposals sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety.
- changes to our proposals for walking, cycling, horse-riding and disabled-user access.
- changes to the environmental mitigation proposed as part of the scheme.
- change to the location of the main construction compound.
- minor modifications that address feedback from landowners and further consideration to how we would construct the project.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act.

This letter is being sent to you to inform you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 23:59**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

This is particularly important because we understand that you have what we refer to in this letter as an “interest” in land that is proposed to be acquired and / or otherwise used by the scheme.

This could mean you are:

- An owner, lessee, tenant or occupier of this land  
or
- You have another type of interest in this land, or have power to sell and convey it, or to release it

The enclosed plan details where we understand your land is situated in relation to the proposed scheme.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (‘PEI Report’) formed part of the 2021 statutory public consultation material. For supplementary consultation we have prepared an environmental note, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.

---

<sup>2</sup> We refer to “land” throughout this letter, and this extends to property e.g. buildings

## Compensation

Whilst you would be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined through separate negotiation, and any disputes will be determined by the Lands Tribunal (Upper Chamber).

We have produced the following guidance about compulsory acquisition and compensation which you can view on [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

- Your property and National Highway's road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase
- Your property and blight

## The planning process

Whilst it is National Highways preference to acquire land, or rights over land by voluntary agreement, in order to allow construction and ongoing operation of the scheme, in some cases we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to seek powers to take temporary possession of your land.

To obtain powers of compulsory acquisition / temporary possession and to receive planning consent to build the scheme, we must make an application for a Development Consent Order (DCO) that gives us this planning consent and powers to acquire and possess land. The application will be made to the Planning Inspectorate, who will examine the application. After the examination the Planning Inspectorate make a recommendation to the Secretary of State, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition / temporary possession powers. We intend to make our application for a DCO later in 2022.

## Consultation documents

To view the full suite of supplementary consultation documents listed below, please visit the project website from **24 May 2022** at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

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Copies of the supplementary Consultation booklet and feedback questionnaire, as well a booklet summarising how we have responded to your feedback from the 2021 consultation, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues. For a list of locations please visit our website or contact us via email or telephone.

### Consultation events

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Please send all feedback to us by **23:59** on **Sunday 26 June 2022**. Responses received after this time may not be considered.

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Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Hard copy of Section 42 Draft Plan(s) for Consultation
- Hard copy of Scheme Boundary Plans
- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.10

### Copy of the letter from National Highways to the Inspectorate, informing of 2022 supplementary consultation - issued 23 May 2022

PINS ref: TR010061

██████████  
The Planning Inspectorate  
National Infrastructure Casework  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Dear Ms ██████████

### **A358 Taunton to Southfields Dualling Scheme Letter to Inform the Planning Inspectorate of Supplementary Consultation**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out in previous correspondence with the Planning Inspectorate in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

We undertook statutory consultation in relation to the proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

The changes to the proposals since the statutory consultation sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety

---

<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.



- changes to our proposals for walking, cycling, horse-riding and disabled user access
- changes to the environmental mitigation proposed as part of the scheme
- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the scheme

The changes have resulted in some amendments to the scheme boundary. Targeted statutory consultation with Persons with an Interest in Land (PILs) whose land interests may be affected by the proposed changes will be undertaken in accordance with section 42(1)(d) and section 44 of the 2008 Act. Consultation with PILs forms part of the supplementary consultation in which the general public and prescribed consultees are being consulted.

### Supplementary consultation information

National Highways will be undertaking supplementary consultation between **Tuesday 24 May 2022** and **Sunday 26 June 2022**.

Please find enclosed a USB memory stick which contains the information being supplied to consultees as part of this consultation.

The content of the enclosed USB memory stick is:

- Covering letters sent to consultees:
  - letter sent to host local authorities as defined in sections 42(1)(b) and 43 of the 2008 Act
  - letter sent to neighbouring local authorities as defined in sections 42(1)(b) and 43 of the 2008 Act
  - letter sent to consultees prescribed as defined in section 42(1)(a) of the 2008 Act and in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the APFP Regulations)
  - letter sent to host parish councils as defined in section 42(1)(a) of the 2008 Act and in Schedule 1 of the APFP Regulations
  - letter sent to neighbouring parish councils as defined in section 42(1)(a) of the 2008 Act and in Schedule 1 of the APFP Regulations
  - letters sent to category 1 and 2 land interests as defined in sections 42(1)(d) and 44 of the 2008 Act:
    - letter to category 1 and 2 land interests impacted at 2021 statutory consultation and still impacted by the scheme
    - letter to category 1 and 2 land interests not impacted at 2021 statutory consultation and now impacted by the scheme
  - letters sent to category 3 land interests as defined in sections 42(1)(d) and 44 of the 2008 Act:
    - letter to category 3 land interests impacted at 2021 statutory consultation and still impacted by the scheme
    - letter to category 3 land interests not impacted at 2021 statutory consultation and now impacted by the scheme
  - letter to category 1,2 and 3 land interests impacted at 2021 statutory consultation and no longer impacted by the scheme



- letter sent to non-statutory consultees
- Notice Publicising a Proposed Application for a Development Consent Order
- Statement of Community Consultation (SoCC) Addendum
- Supplementary consultation booklet
- Summary of changes booklet
- Responding to feedback from 2021 public consultation booklet
- Supplementary consultation feedback questionnaire
- Environmental note
- Technical traffic note
- Consultation plans

## Consultation arrangements

A copy of the Notice Publicising a Proposed Application for a Development Consent Order is enclosed with this letter. Copies of the supplementary consultation materials will be available online free of charge from **Tuesday 24 May 2022** via our scheme website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Copies of the consultation materials may be requested by consultees in hard copy or on a USB memory stick during the supplementary consultation period from National Highways using the project email address, dedicated freepost address or telephone number. Hard copies of the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Responding to feedback from 2021 public consultation booklet, and the SoCC Addendum will be supplied free of charge; however, there may be a charge of up to £200 for hard copies of other consultation materials.

Hard copies of the supplementary consultation materials including the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Summary of changes booklet, Responding to feedback from 2021 public consultation booklet, Technical traffic note, Environmental note, Consultation plans and the SoCC Addendum will be available for inspection free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at selected public venues listed on the scheme website.

Copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire, as well as the Responding to feedback from 2021 public consultation booklet, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues as set out on the scheme website.

Should you have any queries, please do not hesitate to contact me using the details provided below. Please acknowledge that this letter has been received for our records.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)**  
**Tel: 0300 123 5000**

**Enc.**

- USB memory stick

## Appendix 7.11

### Copy of acknowledgment of receipt of letter informing the Inspectorate of 2022 supplementary consultation

LETTER DELIVERED TO

[REDACTED] [REDACTED] [REDACTED] T PINS

23/05/22 AT 1.45 PM

BY [REDACTED] FROM ARUP

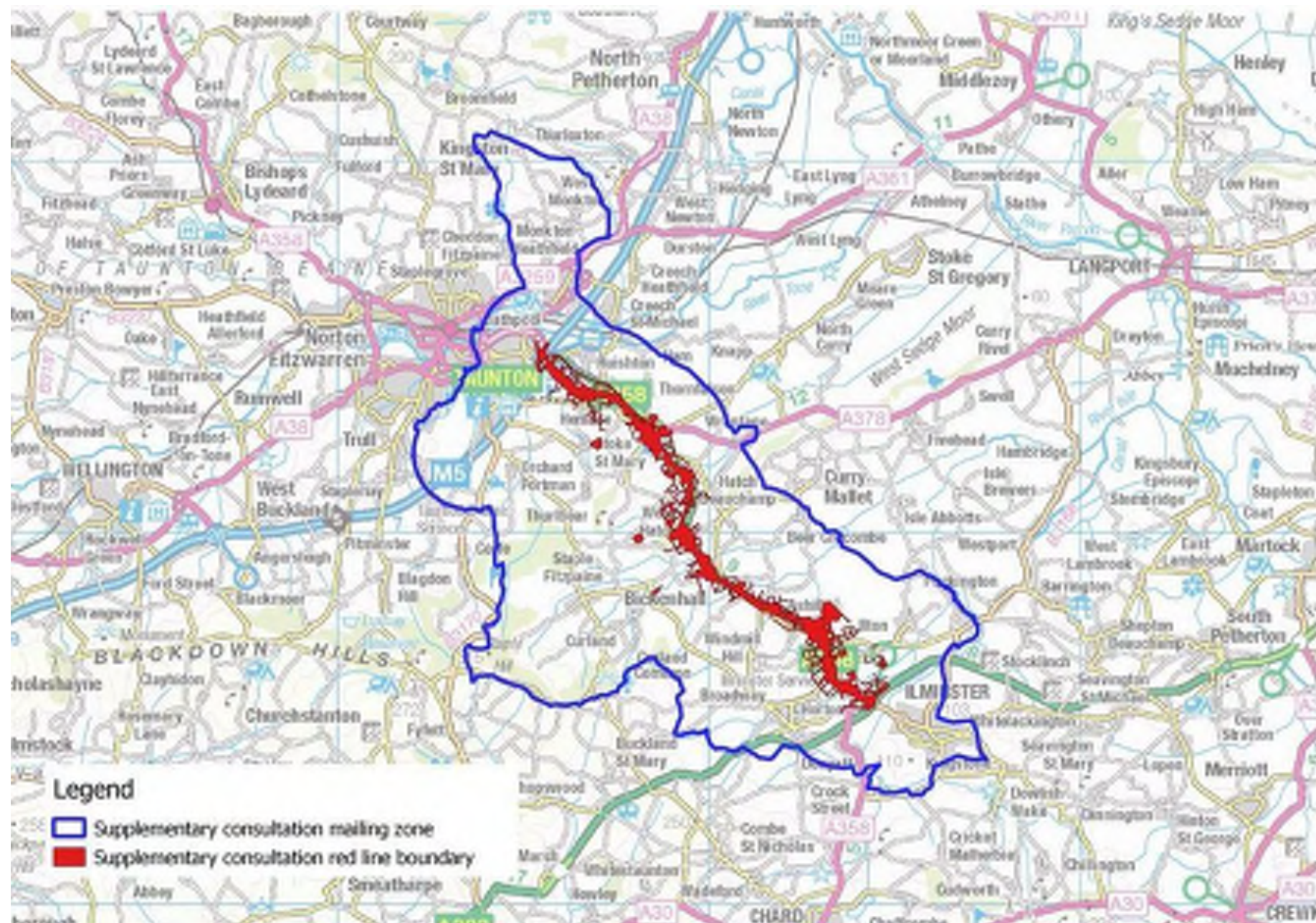
[REDACTED]

[REDACTED]

RECEPTION TQH

## Appendix 7.12

### Map of 2022 supplementary consultation mailing zone





## Appendix 7.13

### Copy of postcard(s) for 2022 supplementary consultation

Sub -Appendix No.	Appendix Title
7.13a	Copy of postcard(s) for 2022 supplementary consultation - have your say
7.13b	Copy of postcard(s) for 2022 supplementary consultation - wider mailing zone

## Appendix 7.13a

### Copy of postcard(s) for 2022 supplementary consultation - have your say



## National Highways is consulting on design changes for the proposed upgrade to the A358 between Taunton and Southfields roundabout.

The supplementary consultation is running from **Tuesday 24 May until Sunday 26 June 2022.**

Please submit your response by **23:59 on Sunday 26 June 2022.**

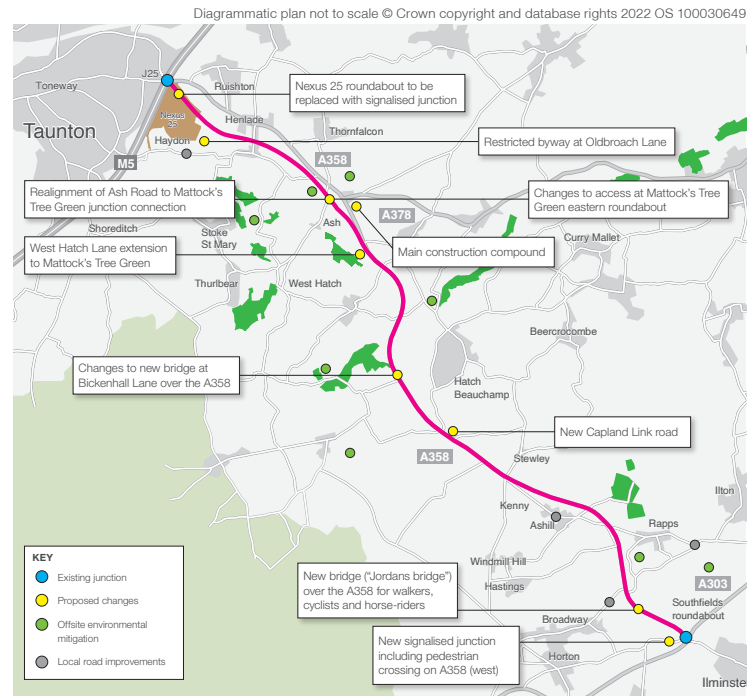
We're proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 to a high-quality and high-performing dual carriageway. This would make journeys safer, quicker and more reliable for all road users.

### What we're consulting on:

Since our 2021 public consultation, we've made some changes to our preliminary design relating to:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of the main construction compound

These changes would improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape.



We now want to know what you think about these changes. Find out more via our website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

## How to have your say:

Your feedback will help us to shape our proposals before we submit our application for a Development Consent Order later this year.

You can respond by:

- completing the feedback questionnaire online, via our website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- emailing your response to: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- posting your feedback to us at: **FREEPOST A358 TAUNTON TO SOUTHFIELDS**. This should be written in capitals; no stamp is required

Please submit your response by **23:59 on Sunday 26 June 2022**.

View our consultation proposals and our virtual exhibition room online at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

Location	Date	Time
<b>Monks Yard (Conference Room)</b> , Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
<b>Somerset County Cricket Club</b> , The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
<b>Taunton Racecourse</b> , Orchard Portman, Taunton, Somerset, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

To find out dates of webinars, view our virtual exhibition room and access all of the consultation materials please visit our website at:

[www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

If you'd like to arrange a telephone call back from a member of the project team you can request one by calling our customer contact centre on **0300 123 5000**.

PPI

### If undelivered please return to:

A358 Taunton to Southfields project  
2/07K Temple Quay House  
2 The Square  
Bristol  
BS1 6HA



Scan to go straight to our scheme webpage



Please recycle me

## Appendix 7.13b

### Copy of postcard(s) for 2022 supplementary consultation - wider mailing zone

## A358 Taunton to Southfields Dualling Scheme Supplementary consultation

### National Highways is consulting on design changes for the proposed upgrade to the A358 between Taunton and Southfields roundabout.

The consultation will run from **Tuesday 24 May** until **23:59 Sunday 26 June 2022**.

We're looking to upgrade approximately 8.5 miles (13.6 km) of the A358 to a high-quality and high-performing dual carriageway. Since our 2021 consultation we've made some changes to our preliminary design, which would improve safety and access to local roads and reduce the impact on communities, the environment and the local landscape.

We want to know what you think about these changes.

### Find out more:

Visit one of our public consultation events:

Location	Date	Time
<b>Monks Yard (Conference Room)</b> , Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
<b>Somerset County Cricket Club</b> , The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
<b>Taunton Racecourse</b> , Orchard Portman, Taunton, Somerset TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm



View our consultation proposals and our virtual exhibition room online from **24 May 2022** via our website: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

## Find out more:

### Attend one of our webinars:

To register email us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

Webinar	Date	Time
Webinar 1	Wednesday 25 May 2022	12:30pm
Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm

Arrange a telephone call back from a member of the project team by calling our customer contact centre on **0300 123 5000**.

Request a free copy of our consultation booklet, feedback questionnaire and a booklet summarising how we have responded to your feedback from the 2021 consultation by:

- emailing us at: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- calling us on: **0300 123 5000**
- writing to us at: **FREEPOST A358 TAUNTON TO SOUTHFIELDS**.  
This should be written in capitals; no stamp is required.

For more information about the project, please visit:

[www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)



Scan to go straight to  
our scheme webpage

PPI

### If undelivered please return to:

A358 Taunton to Southfields project  
2/07K Temple Quay House  
2 The Square  
Bristol  
BS1 6HA



Please recycle me

## Appendix 7.14

### List of additional organisations (including 'hard to reach' groups) notified of the 2022 supplementary consultation

**List of additional organisations**

2BU Somerset

373 Business Networking Group

Accessible Transport West Somerset (Atwest)

Age UK – Somerset

ARC

Auto Cycle Union Land Agent Bureau

Blackbrook and Holway Community Group

Blackbrook Business Park

Blackdown Hills Parish Network

Blackdown Hills Riding Club

Blackmore Vale Cycling Club

Bridgwater Cycling Club

British Driving Society

British Horse Society

Buses of Somerset

Business West

Byways and Bridleways Trust

CBI

CBI's Regions and SME team

Charis Refugees

Community Council for Somerset

Compass Disability Services

County Walk Shopping Centre

CPRE Somerset

CPT Federation of Passenger Transport
CSW Business Developers
Cycle Somerset (Cycling UK affiliate)
Disabled Ramblers
Discovery UK
Diversity Voice
Drakes Farm Riding Centre
English Heritage
ESCAPE Support Group
Extinction Rebellion Taunton
Families and Friends of Lesbians and Gay Men (FFLAG)
Families and Travellers Group
Farming and Wildlife Advisory Group South West
Federation of Small Businesses - South West
Footloose 303
Foxmoor Business Park
Girl Guiding Somerset County
GMG Southwest
Green Ilminster
Halcon, Lambrook and Lane Community Group
Hankridge Farm Retail Park
Henry Boot Developments
Holway and Blackbrook Association
Holway Local Action Team & LAT Youth Club
HQ Somerset Army Cadets
Ilminster Chamber of Commerce
Ilton Estates



Invest Taunton
Killams and Mountfields – Community Help and Info
Killams and Mountfields
Kinship Care Support Group Taunton
Kinship Support Group Somerset
Level Up South West
Lower Henlade and Stoke Road Residents' Association
Major Project Association
Millstream Business Park
Name of Organisation
National Farmers Union
National Trust
Neroche Woodlanders
Nexus Business Park
North Town Community Support Group
Orchard Shopping Centre
Paddocks Equestrian Centre
Prior Fields Retail Park
Priorswood Community Centre
Ramblers Association
Rotary Club of Ilminster
Rotary Club of Taunton
RSPB - South West
Ryelands Business Park Ltd

Samaritans of Taunton and Somerset
Scouting Somerset County
Sedgemoor Conservation Volunteers
Somerset Activity and Sports Partnership
Somerset Archaeological and Natural History Society
Somerset Association of Trade Councils
Somerset Carers Service
Somerset Chamber of Commerce
Somerset Climate Action Network
Somerset Community Foundation
Somerset Disability Engagement Services
Somerset Disability Forum
Somerset Diverse Communities (Part of Community Council for Somerset)
Somerset Dyslexia Association
Somerset Environmental Records Centre
Somerset Lesbian Network
Somerset Local Access Forum
Somerset Local Access Forum
Somerset Local Nature Partnership
Somerset Pensioners Forum
Somerset Ramblers
Somerset Road Club
Somerset SENDIAS
Somerset Sight
Somerset Social Group
Somerset TRF
Somerset UK Youth Parliament
Somerset Walking Club
Somerset Wildlife Trusts

South Somerset Bridleways Association
South Somerset Community Transport
South West Business Connections
South West Business Council
South West Heritage Trust
South West Manufacturers
Spark Somerset
St George's Church Wilton
St Johns Retail Park
Stoke St Mary Community Group
Summerfield Developments
Sustrans
Taunton & Bridgewater Deaf Group
Taunton & District Mencap Society
Taunton & District Riding Club
Taunton Area Cycling Campaign
Taunton Autism Support Group
Taunton Bike Club
Taunton Chamber of Commerce
Taunton Deane Bridleways Association
Taunton Deane Ramblers Club
Taunton Gay Group
Taunton Green Parents
Taunton Open Door

Taunton Opportunity Group
Taunton Taxi Association
Taunton U3A
Taunton Visitor Centre (Visit Somerset Branch)
Team Tor 200
The Curry Rivel & District Footpath Group
The Cyclist Touring Club
The Gooch Charitable Trust
The Heart of the South West LEP
The Open Spaces Society
The Prince's Responsible Business Group – South-West division
The Ramblers
Together for Islemoor
Trail Riders Fellowship
UK Hydrographic Office
UK Pensioners Forum
Unite the Union – Taunton Office
University of the Third Age
Victoria Park Action Group
Visit Somerset
Visit Somerset
Walk Well in Taunton & Wellington
Wellington Wheelers Cycling Club
Wellsprings and Rowbarton
West of England Nature Partnership
Westpark 26 – Summerfield

Woodland Trust
YMCA Taunton
Young Farmers Association (Somerset)
Young Somerset (was Somerset Rural Youth Project)

## Appendix 7.15

### Sample copy of letters sent to additional organisations for 2022 supplementary consultation

**By Email**

Katherine Liddington  
A358 Taunton to Southfields Dualling Scheme  
National Highways  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6HA

23 May 2022

Our ref: TR010061/Non-prescribed  
consultees/May 2022

Dear Sir/Madam,

**A358 Taunton to Southfields Dualling Scheme  
Supplementary consultation – 24 May 2022 – 26 June 2022**

I am writing to inform you that National Highways (formerly known as Highways England)<sup>1</sup> will be undertaking supplementary consultation on the proposed A358 Taunton to Southfields Dualling Scheme (the scheme). As set out in previous correspondence in 2021, National Highways intends to apply under section 37 of the Planning Act 2008 (as amended) (the 2008 Act) for a Development Consent Order (DCO) for this scheme.

National Highways is proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect M5 junction 25 at Taunton with the existing A303 at Southfields roundabout near Ilminster. Once upgraded, the route will reduce congestion, particularly at peak times, enhance user safety and improve connectivity both locally and to the wider South West region. This will benefit the local and regional economy and ensure communities are better connected.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the 2008 Act. This means we are required to make an application for a DCO to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate who will examine the application on behalf of the Secretary of

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<sup>1</sup> As of 20 August 2021, we are now National Highways, having previously been Highways England. The name change reflects the role of the strategic road network – to connect the nation's regions – and the part it plays in setting highways standards across the UK. The remit of the organisation has not changed, and we will continue to operate and maintain England's motorways and major A roads.

State, to get permission to construct and operate the scheme. We intend to make our application for a DCO later in 2022.

We undertook statutory consultation in relation to the proposed application between Tuesday 12 October 2021 and Monday 22 November 2021. As part of the development of the scheme and having had regard to responses received to statutory consultation, we are now undertaking a supplementary consultation in relation to certain changes made to our proposals.

The changes to the proposals since the statutory consultation sit in the following broad categories:

- changes to our proposals for the way in which customers access the A358 and local roads relating to transport, traffic flows and safety
- changes to our proposals for walking, cycling, horse-riding and disabled user access
- changes to the environmental mitigation proposed as part of the scheme
- change to the location of the main construction compound
- minor modifications that address feedback from landowners and further consideration to how we would construct the scheme

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have previously been identified as an organisation or individual that may be interested in the scheme; therefore, we are informing you of National Highways **supplementary consultation** which runs from **Tuesday 24 May 2022 to Sunday 26 June 2022 at 11:59pm**.

This supplementary consultation is an opportunity for you to share your views on changes to the proposals since statutory consultation and we strongly encourage you to provide your views to us during this period. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

The scheme is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). This means an Environmental Statement will be submitted as part of the DCO application. A Preliminary Environmental Information Report (PEI Report) formed part of the 2021 statutory public consultation material. For supplementary consultation we have prepared an Environmental note, which provides a summary of the potential environmental implications from the changes to our proposals since statutory consultation.



## Consultation documents

To view the full suite of supplementary consultation documents listed below, please visit the scheme website from **Tuesday 24 May 2022** at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

The following are provided to help you understand the proposals and share your views with us:

- Supplementary consultation booklet
- Summary of changes booklet
- Responding to feedback from 2021 public consultation booklet
- Supplementary consultation feedback questionnaire
- Environmental note
- Technical traffic note
- Statement of Community Consultation (SoCC) Addendum
- Consultation plans

A copy of the Notice Publicising a Proposed Application for a Development Consent Order is enclosed with this letter. Copies of the supplementary consultation materials will be available online free of charge from Tuesday 24 May 2022 via the scheme website.

Copies of the supplementary consultation materials may be requested by consultees in hard copy or on a USB memory stick during the supplementary consultation period from National Highways using the scheme email address, dedicated freepost address or telephone number. Hard copies of the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Responding to feedback from 2021 public consultation booklet and the SoCC Addendum will be supplied free of charge; however, there may be a charge of up to £200 for hard copies of other consultation materials.

Hard copies of the supplementary consultation materials including the Supplementary consultation booklet, Supplementary consultation feedback questionnaire, Summary of changes booklet, Responding to feedback from 2021 public consultation booklet, Technical traffic note, Environmental note, Consultation plans and the SoCC Addendum will be available for inspection free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at selected public venues.

Copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire, as well as the Responding to feedback from 2021 public consultation booklet, will be available to take away free of charge from Tuesday 24 May 2022 to Sunday 26 June 2022 at a number of local libraries and other public venues.

For a list of locations where hard copy materials can be inspected or collected, please visit the scheme website or contact us via email or telephone.

## Consultation events

Public exhibitions, where you will be able to speak with members of the project team about the proposed changes, are being held in Ilminster and Taunton at the following locations, dates and times. We welcome you to attend one of our consultation events listed below:

Location	Date	Time
Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
Somerset County Cricket Club, The Cooper Associates County Ground, St James St, Taunton TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

Printed copies of the supplementary consultation materials will be made available at consultation events for attendees to review. Attendees will also be able to take away copies of the Supplementary consultation booklet and Supplementary consultation feedback questionnaire.

## Virtual consultation room

You can also view our supplementary consultation materials in our virtual consultation room, accessed via the scheme website. The virtual consultation room will be open 24/7 during the supplementary consultation period.

In addition to the supplementary consultation events and virtual consultation room, we will hold a series of approximately 1-hour long question and answer webinar sessions, where specialists from the project team will be available to answer questions. The date and the starting time of these sessions are as follows:

Session	Date	Starting time
Webinar 1	Wednesday 25 May 2022	12:30pm
Webinar 2	Tuesday 7 June 2022	12:30pm
Webinar 3	Thursday 9 June 2022	7:00pm
Webinar 4	Tuesday 14 June 2022	7:00pm

To register for a webinar, email us at  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

You will also be able to book a specific time to have a one-to-one call, via either Microsoft Teams video or telephone, with a member of the project team, as far as availability allows. You can call our customer contact centre on 0300 123 5000 (lines are open 24/7) or email [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) and one of our project team will respond.

Any responses to this consultation in respect of the scheme should be supplied using the contact methods below:

- **By email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- **By post:** FREEPOST A358 TAUNTON TO SOUTHFIELDS
- **Online:** by accessing the feedback questionnaire via the scheme website [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

Please send all feedback to us by **11:59pm on Sunday 26 June 2022**. Responses received after this time may not be considered.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

[infrastructure.planninginspectorate.gov.uk](http://infrastructure.planninginspectorate.gov.uk)

Should you have any queries about this correspondence, the scheme or the supplementary consultation, please do not hesitate to contact me using the details provided.

Yours sincerely,



**Katherine Liddington**  
**Senior Project Manager for A358 Taunton to Southfields Dualling Scheme**  
**Email:** [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**Enc.**

- Notice Publicising a Proposed Application for a Development Consent Order

## Appendix 7.16

### Copy of supplementary consultation stakeholder resource pack and list of stakeholders sent the resource packs

Sub -Appendix No.	Appendix Title
7.16a	Copy of supplementary consultation stakeholder resource pack
7.16b	List of stakeholders sent the resource packs

## Appendix 7.16a

# Copy of supplementary consultation stakeholder resource pack

# A358 Taunton to Southfields Dualling Scheme - Supplementary Consultation

Stakeholders' resource pack

May 2022

#A358TauntonToSouthfields





## What we're doing:


We're holding a consultation on the A358 Taunton to Southfields Dualling Scheme from Tuesday 24 May until Sunday 26 June 2022.

**We want to make sure people know about the consultation and can have their say.**

We're directly contacting lots of interested people and organisations but **please share the information in this pack, as it will help us get the message out even further.**

We've included

- blocks of text – which you can copy, cut and paste to share details of our consultation events
- Information about where you can find images, maps etc
- Details about what we'll be sharing on social channels and when, to make it easier to spot and retweet content

The pack is designed for you to cut and paste what you need. Where you see this symbol  it's a reminder that the information can be cut and pasted.

Thanks for your help – we really appreciate it.

A358 Project team

Email: [A358TauntontoSouthfields@highwaysengland.co.uk](mailto:A358TauntontoSouthfields@highwaysengland.co.uk)



# What you'll find and where

Materials	Where to find it?	Available when?
Block of text summarising the consultation, and how to take part, to use on websites, in newsletters etc	In this pack	now
Details of events people can attend	In this pack	now
Information about the A303 / A358 corridor- and how the A358 fits in	In this pack	now
Images showing the A358 as it currently is	Thumbnail images in this pack. Higher resolution images are downloadable from <a href="#">the scheme webpage</a> - under resource pack	now
List of planned social media activity – to aid easy re-tweets or sharing	In this pack	now
Details of information and deposit points (where to get consultation information & pickup hard copy materials)	List will be downloadable from <a href="#">the scheme webpage</a> - under resource pack	From 19 May
Link to the Fly through video	A link to the video will be posted on <a href="#">the scheme webpage</a> - under resource pack. You will also be able to find it from the Citizen Space page which will go live on 24 May.	From 24 May
Detailed maps showing locations of changes being consulted on	A link to these resources will be added to <a href="#">the scheme webpage</a> - under resource pack – when the consultation starts.	From 24 May
Consultation materials: booklet, feedback forms, etc	Electronic copies of these materials will be available when the consultation starts. They will be available to view or download from the A358 Citizen Space page (you will be able to access this from <a href="#">the scheme webpage</a> when the consultation starts).	From 24 May
Link to the virtual exhibition – accessible 24 hours a day	Follow the link from <a href="#">the scheme webpage</a> (available once the consultation starts)	From 24 May



## Text block 1 - Overview of the consultation



The following text can be cut and pasted and used in newsletters, web updates etc.

National Highways is holding a supplementary consultation on the A358 Taunton to Southfields Dualling Scheme. This improvement scheme will help to upgrade the route between the south west and London and the south east, while also delivering benefits for local people.

The supplementary consultation on the design changes to the A358 Taunton to Southfields Dualling Scheme runs from 24 May to 26 June 2022. The feedback will help National Highways develop its application for a Development Consent Order (DCO), the type of planning permission needed for the scheme.

From 24 May 2022 you will be able to find out more about the proposals and have your say, by visiting National Highways' online exhibition or one of the consultation events. You can find details on [www.nationalhighways.co.uk/a358-Taunton-to-southfields](http://www.nationalhighways.co.uk/a358-Taunton-to-southfields). The A358 project team will be on hand at the face-to-face events and webinars to answer your questions.

If you do not have access to the internet or experience problems downloading the consultation materials, National Highways can send, free of charge, one printed copy of documents including the consultation booklet, feedback questionnaire, and non-technical summary of the Preliminary Environmental Information Report, to your home.

You can request printed copies or a call back by emailing [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) or calling our customer service line on 0300 123 5000.

## Text block 2 – Consultation events



The following text can be cut and pasted and used in newsletters, web updates etc.

There are lots of ways to find out more about the proposed changes to the A358 Taunton to Southfields Dualling Scheme.

During the consultation, which runs from Tuesday 24 May until 11.59pm on Sunday 26 June, you can visit the virtual consultation room by following the links at [www.nationalhighways.co.uk/a358-taunton-to-southfields/](http://www.nationalhighways.co.uk/a358-taunton-to-southfields/). In this virtual room you'll find all the information you'd normally see in a physical exhibition – but with the added benefit of being able to visit at any time of the day or night.

You can also take part in a webinar where members of the A358 project team will be able to answer your questions. These start on 25 May. For all the details on dates and how to sign up to the website [www.nationalhighways.co.uk/a358-Taunton-to-southfields](http://www.nationalhighways.co.uk/a358-Taunton-to-southfields)

If you prefer to meet the National Highways team face to face and have your say, there are in-person events in Ilminster and Taunton. On Thursday 26 May the A358 project team is at Monks Yard, Horton Cross Farm, Horton Cross, Ilminster, TA19 9PT from 11am to 8pm. On Wednesday 8 June members of the project team are at Somerset County Cricket Ground, St James Street, Taunton, TA1 1JT from 11am to 8pm. On Saturday 11 June they will be at Taunton Racecourse, Orchard Portman, Taunton, TA1 2UA from 11am to 6pm.



## Text block 3 – Have your say



The following text can be cut and pasted and used in newsletters, web updates etc.

### **Having your say in the A358 Taunton to Southfields supplementary consultation is easy.**

From Tuesday 24 May you can submit a response by using one of the methods below, which are all free to use. Please note, it cannot be guaranteed that responses sent by any other means will be considered.

#### **Online response form**

Fill in the online questionnaire, you will find a link to it from the scheme webpage, [www.nationalhighways.co.uk/a358-taunton-to-southfields/](http://www.nationalhighways.co.uk/a358-taunton-to-southfields/).

#### **Freepost**

Post your response for or comments to:

**FREEPOST A358 TAUNTON TO SOUTHFIELDS**

The Freepost address is the only text needed on the envelope, and no stamp is required

#### **Email**

Email your comments to: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

It's important to make sure that your comments are sent before the consultation closes at 11.59pm on Sunday 26 June 2022.

# Key dates to note & events you can attend

Date	Activity	Details
Tuesday 24 May 2022	Consultation starts	Virtual exhibition opens; responses can be submitted from now
Wednesday 25 May 12:30pm	Webinar one Webinars will cover the <b>same</b> topics, but are repeated over various days and times for convenience	To register your attendance email: <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
Tuesday 26 May 11am – 8pm	In-person consultation event	Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT
Tuesday 7 June 12:30pm	Webinar two Webinars will cover the <b>same</b> topics, but are repeated over various days and times for convenience	To register your attendance email: <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
Wednesday 8 June 11am – 8pm	In-person consultation event	Somerset County Cricket Ground, The Cooper Associates County Ground, St James Street, Taunton, TA1 1JT
Thursday 9 June 7pm	Webinar three Webinars will cover the <b>same</b> topics, but are repeated over various days and times for convenience	To register your attendance email: <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
Saturday 11 June 11am - 6pm	In-person consultation event	Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL
Tuesday 14 June 7pm	Webinar four Webinars will cover the <b>same</b> topics, but are repeated over various days and times for convenience	To register your attendance email: <a href="mailto:A358TauntontoSouthfields@nationalhighways.co.uk">A358TauntontoSouthfields@nationalhighways.co.uk</a>
Sunday 26 June 2022	Consultation ends	The consultation will end. Submit your response by <u>11.59pm</u>

# A303/A358 corridor – the context for the upgrade



The A303/A358 is a key strategic route, running across the country. It links the M3 in Hampshire and the M5 in Somerset, passing the world-famous Stonehenge monument through the surrounding World Heritage site.

Around 26,500 vehicles use it on an average day - and many, many more during the summer months. It's well known for being an unpredictable route, with collisions and congestion causing delays.

In 2014, the Government set out its goal to improve the connections between the south east and south west by creating a high quality dual carriageway link along the A303 and A358.

As part of Roads Period 1 (2015-2020) the Government asked National Highways to develop three schemes on the route. They were A303 Stonehenge, A303 Sparkford to Ilchester, and A358 Taunton to Southfields.

Work on these schemes has continued into Roads Period 2 (2020-2025). Construction work to dual the A303 between Sparkford and Ilchester began in 2021, while the A358 Taunton to Southfields Dualling Scheme, and A303 Stonehenge Scheme are still being

progressed through the development phases.

Several other points along the A303 / A358 have been highlighted for possible future development. Ultimately, the Department for Transport will decide if and when it wishes to progress the remaining schemes and the timelines for these. These decisions are taken through the [Road Investment Strategy](#), which is the government's rolling five-year investment strategy for the strategic road network.

*Image below: the A303/A358 corridor showing the locations of current and potential future schemes*





# Images to help bring content or stories to life

Higher resolution versions of these images can be downloaded from the [scheme webpage](#), under resource pack



# Other collateral, including maps and consultation materials

## Available from Thursday 19 May

- Details of information and deposit points (where to get consultation information & pickup hard copy materials)

## Available from Tuesday 24 May

- A358 Taunton to Southfields supplementary consultation booklet
- Supplementary consultation feedback questionnaire
- Responding to feedback from 2021 public consultation booklet
- Summary of changes booklet
- Technical traffic note
- Environmental note

Scheme web page [www.nationalhighways.co.uk/A358-Taunton-to-Southfields](http://www.nationalhighways.co.uk/A358-Taunton-to-Southfields)



## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
Our A358 Taunton to Southfields project will build a direct and convenient connection between local communities and the wider regions. Have your say at a supplementary consultation on the design changes. Find out more about the scheme at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	14/05/22	09:00
Our supplementary consultation on the design changes to the #A358TauntonToSouthfields upgrade is now open and we want your feedback. Join us and meet the team face to face or online. Find out more and have your say at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	24/05/22	13:00
Meet the #A358TauntonToSouthfields project team and tell them what you think about the design changes at the first webinar in our supplementary consultation tomorrow. Details on how to register are on our website <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	24/05/22	11:00



## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
There is still time to register for today's webinar at 1230pm consulting on the design changes to the #A358TauntonToSouthfields scheme #haveyoursay Register at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	25/05/22	09:30
Join us at our first in-person consultation event at #monksyard, Ilminster tomorrow. We are on hand to answer your questions about the design changes to the #A358TauntonToSouthfields from 11 to 8pm. More details on <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	25/05/22	10:00
One of the best ways to find out more about our #A358TauntonTo Southfields upgrade is to visit our virtual exhibition room. You can view our proposals, study detailed plans and read our consultation materials. <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	27/05/22	11:00

## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
We want your views on the design changes for the upgrade of the #A358TauntonToSouthfields. It's a key route linking the SW, London and the SE. Go to <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> to find out how you can #haveyoursay in our supplementary consultation	03/06/22	09:30
Our project team for the A358TauntonToSouthfields will be on hand to talk through the scheme and answer any questions in tomorrow's webinar. To register go to <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	06/06/22	10:00
You can help shape the #A358TauntonToSouthfields upgrade scheme. Join our project team and have your say at today's webinar at 1230pm or attend a face to face event at Somerset County Cricket Club tomorrow. For more information go to <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	07/06/22	11:00

## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
Our face to face consultation event on the #A358TauntonToSouthfields scheme is at #somersetcountycricketclub #Taunton today. Our team is here from 11am to 8pm to share plans and answer questions. Go to <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a> for more information	08/06/22	09:30
We're looking to improve the A358 between Taunton and the Southfields roundabout to make journeys, quicker, safer and more reliable. For more detail and to have your say join the team at a consultation webinar today. Register at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	09/06/22	10:00
Your last chance to meet the A358TauntonToSouthfields team in person and find out more is at #tauntonracecourse tomorrow. #haveyoursay at our supplementary consultation. More detail on <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	10/06/22	11:00

## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
We are at Taunton Racecourse today at our final face to face consultation event for the design changes on the #A358TauntonToSouthfields scheme. Be good to meet you and answer your questions. Find out more on <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	11/06/22	09:30
There is still time to join us for our final consultation webinar on the design changes to the upgrade of the #A358TauntonToSouthfields. #haveyoursay Register at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	14/06/22	10:00
There's still a week left to have your say in the supplementary consultation on the scheme to upgrade the #A358TauntonToSouthfields. For more information go to our website <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	19/06/22	09:00

## Tweet or post your own content, or retweet or share ours

We will be posting content on our Facebook and Twitter pages: @HighwaysSWest.

Please share, retweet, or add comments if you're able to using the **hashtag: #A358TauntonToSouthfields**

Content	Date	Time
We want to hear your thoughts on our updated plans for upgrading the #A358TauntonToSouthfields before we submit our planning application. Get more information at <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	21/06/22	09:30
Visit our virtual exhibition to find out more about our design changes to the #A358TauntonToSouthfields scheme. We want to make journeys faster, more reliable and safer. For details head to <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	24/06/22	10:00
Today is the last day to have your say on the revised plans for the #A358TauntonToSouthfields dualling scheme. Visit our website by 23:59 to give your feedback <a href="http://www.nationalhighways.co.uk/a358-taunton-to-southfields">www.nationalhighways.co.uk/a358-taunton-to-southfields</a>	26/06/22	09:00



# Find out more

**Web:**

[www.nationalhighways.co.uk/a358-Taunton-to-southfields](http://www.nationalhighways.co.uk/a358-Taunton-to-southfields)

**Twitter:**

@HighwaysSWest

**Facebook:**

HighwaysSWest



## Appendix 7.16b

### List of stakeholders sent the resource packs

**List of stakeholders sent resource packs in advance of 2022 Supplementary Consultation**

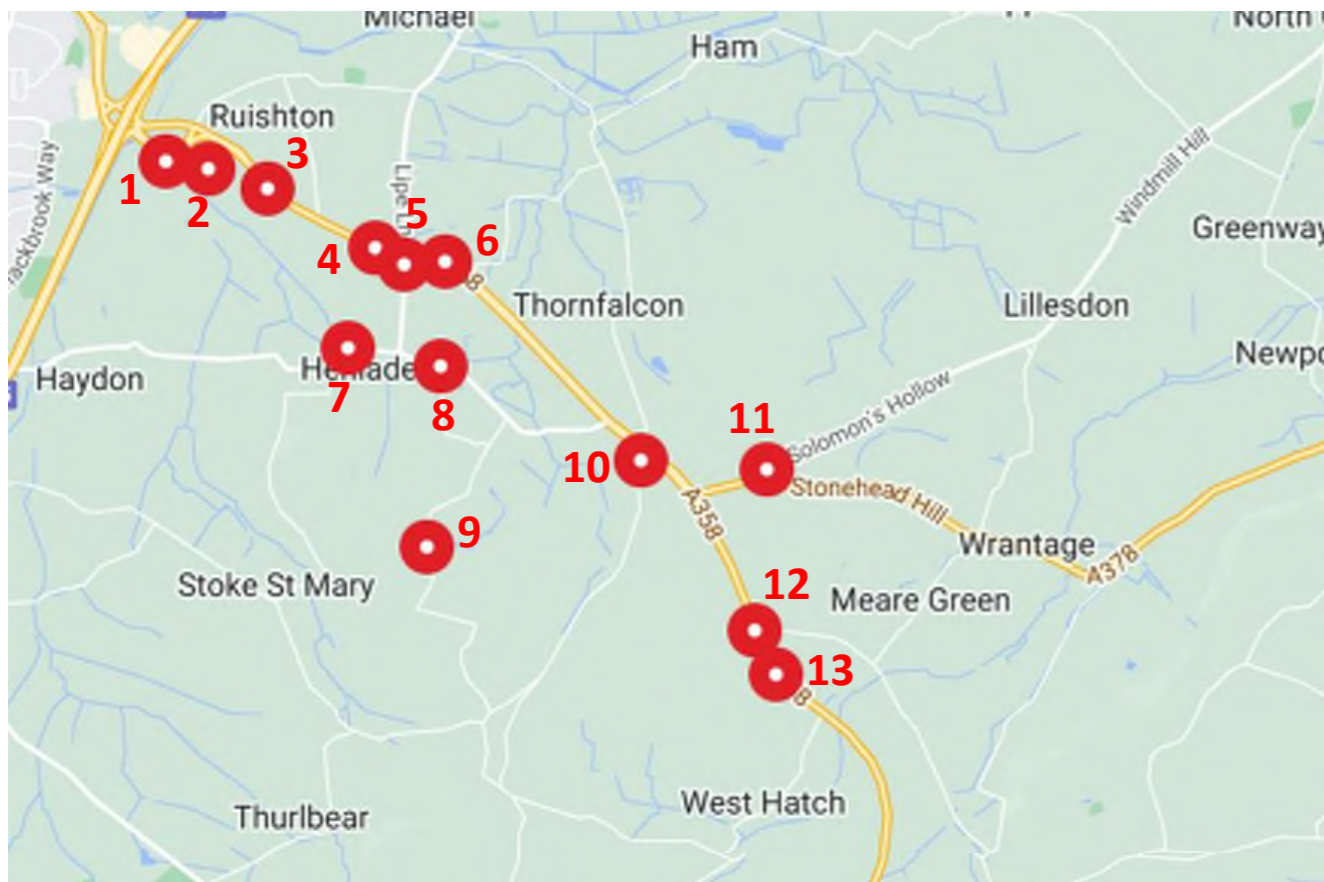
Ashill Parish Council
Beercrocombe Parish Council
Bickenhall Parish Council
Blackdown District Scouts
Blackdown Hills Area of Outstanding Natural Beauty
British Horse Society
Broadway Parish Council
Buckland St Mary Parish Council
Business West
CBI
CECA
Chard fire station
Cheddon Fitzpaine Parish Council
Combe St Nicholas Parish Council
Corfe Parish Council
Creech St Michael Parish Council
Curry Mallet Parish Council
David Warburton, MP for Somerton and Frome
Donyatt Parish Council
Dorset LEP
Federation of Small Businesses
Hatch Beauchamp Parish Council
Heart of the South West LEP
Horton Parish Council
Iminster Town Council
Ilton Parish Council
Leonardo Helicopters Yeovil (formerly AgustaWestland)
Lower Henlade and Stoke Road Residents Association
Marcus Fysh, MP Yeovil
National Farmers Union
Peninsula STB (Becky Appleby)



Pitminster Parish Council
Rebecca Pow, MP Taunton Deane
Ruishton, Thornfalcon and Henlade Parish Council
Somerset Chamber of Commerce
Somerset County Council Comms (Andrew Doyle)
Somerset County Cricket Club
Somerset County Scouts
Somerset District Scouts
Somerset West and Taunton
Somerset West and Taunton Council (Business Forum Invitee)
Somerset West and Taunton Council comms
South Somerset Bridleways Association
South Somerset District Council (multiple stakeholders)
South West Business Council
South West Tourism Alliance
South Western Ambulance Service NHS Foundation Trust
Stoke St Mary Parish Council
Taunton Area Cycling Campaign
Taunton Deane Bridleways Society
Trull Parish Council
Visit Somerset
West Hatch Parish Council
West Monkton Parish Council
Western Gateway STB
Whitelackington Parish Meeting

## Appendix 7.17

### Copy of physical notices and map of notice locations for 2022 supplementary consultation



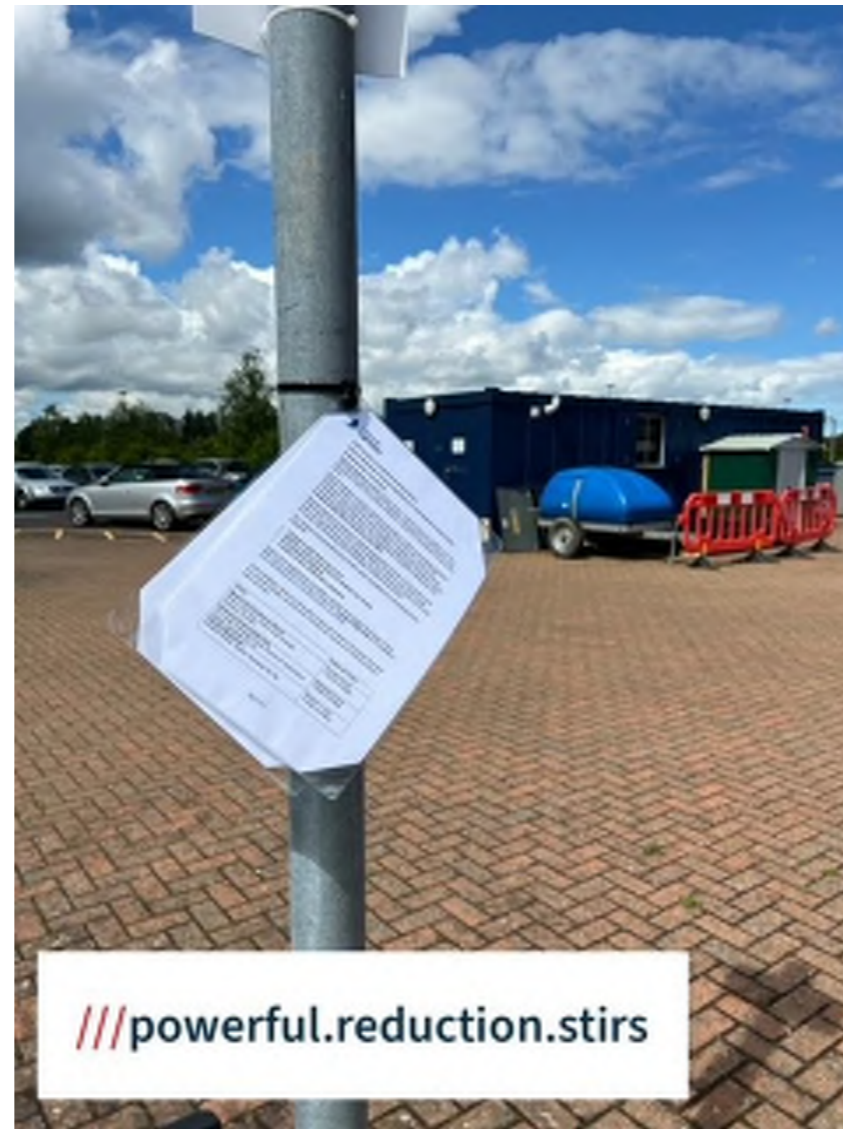
1. Nexus Roundabout Footpath  
///diverting.dispose.both
2. Taunton P&R Car Park  
///powerful.reduction.stirs
3. Henlade – Entrance to Moat’s  
///detection.victor.condition
4. Henlade – Motorhome Entrance  
///pocketed.rotation.horns
5. Stoke Road @A358 Junction  
///whizzing.bubbles.tempting
6. Henlade Post Office  
///condition.laptops.passport
7. Stoke Road Footpath  
///bossy.rested.reissued
8. Greenway Lane Footpath  
///downsize.submits.flow
9. Stoke Hill  
///overdrive.timeless.crawler
10. Nags Head  
///similar.cookie.podcast
11. Solomons Hollow  
///onions.skirting.fondest
12. Somerset Progressive School  
///factory.popped.dumpling
13. Smokey Joe’s  
///prepares.pump.proudest
14. Hatch Beauchamp Village Hall  
///foal.sparkles.repayment
15. Village Road Bus Stop  
///menswear.shipped.womb
16. Dairy House Lane  
///bounded.coast.carefully
17. Kenny Bus Stop  
///backfired.skinner.spurtd
18. Ashill Village  
///scrapping.because.file
19. Rapps Lane  
///wriggle.beast.expressed
20. Ilton Village Bench  
///parsnip.digests.preheated
21. Southfields Services  
///fancied.cookbooks.sandbags



1. Nexus Roundabout Footpath



2. Taunton P&R Car Park



3. Henlade – Entrance to Moat's Parcel





4. Henlade – Motorhome Entrance



5. Stoke Road (A358 Junction)



6. Henlade Post Office





7. Stoke Road Footpath



///bossy.rested.reissued

8. Greenway Lane Footpath



///downsize.submits.flow

9. Stoke Hill



///overdrive.timeless.crawler



10. Nag's Head



11. Solomon's Hollow



12. Somerset Progressive School





13. Smokey Joe's



14. Hatch Beauchamp Village Hall



15. Village Road Bus Stop





16. Dairy House Lane



17. Kenny Bus Stop



18. Ashill Village





19. Rapps Lane



20. Ilton Village Bench



21. Southfields Roundabout



## Appendix 7.18

### Copy of 2022 supplementary consultation booklet

Sub -Appendix No.	Appendix Title
7.18a	Copy of 2022 supplementary consultation booklet - main booklet
7.18b	Copy of 2022 supplementary consultation booklet large print

## Appendix 7.18a

### Copy of 2022 supplementary consultation booklet - main booklet



A358

# Taunton to Southfields Dualling Scheme

Supplementary consultation booklet  
24 May to 26 June 2022







## About this booklet

Thank you for taking an interest in this supplementary consultation on the A358 Taunton to Southfields Dualling Scheme. We're looking to improve approximately 8.5 miles (13.6 km) of road to high-quality and high-performing dual carriageway. This would make journeys safer, quicker and more reliable for the wide variety of people who use the road.


We've made some changes to the preliminary design since our public consultation in autumn 2021. We want to know your thoughts on these changes before we submit our planning application to the Planning Inspectorate.


This supplementary consultation runs from **Tuesday 24 May to Sunday 26 June 2022**. It's important that you respond by **23:59 on Sunday 26 June 2022** as responses received after the consultation closes may not be considered.


## Get involved


There are lots of ways you can tell us what you think.

You can:

 visit our website where you can find a link to our virtual exhibition room, details of events and webinars, view all of the consultation documents and provide feedback online at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

 email us at: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) to request hard copies of the consultation materials, book an appointment to speak to a specialist and to send us your feedback.

 phone us on 0300 123 5000 to request hard copies of the consultation documents or book an appointment to speak to a member of the project team.

 send us your feedback by post to FREEPOST A358 TAUNTON TO SOUTHFIELDS  
Note: the address must be written in capital letters and you do not need a stamp.

See page 30 of this booklet for more details on how you can get involved in this consultation.



## National Highways - investing in your roads

The A358 Taunton to Southfields Dualling Scheme is one of several road improvements designed to make it easier to travel across the south of England from the M3 to the M5 and beyond.

The South West's economy is under-performing compared to the rest of the UK. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help improve the South West's connections to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

We are proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

## The project

### Improving safety, delivering reliable journeys and keeping communities connected

The A358 provides an essential route for people who live and work in the area and connects people to local centres and towns such as Taunton and Ilminster. It is also a key strategic route, linking people to the wider region using the M5 north to Bristol and south to Devon and Cornwall, and linking the south-west with London and the south-east region.

The A358 between Taunton and Southfields roundabout is mostly single carriageway and traffic regularly exceeds the capacity that the existing road was designed for. Many current road users on the A358 divert onto smaller local roads, which then increases the level of traffic in surrounding villages. This leads to congestion, especially through Henlade, where local air quality is affected by emissions from the high volume of slow-moving vehicles that pass through the village. Our proposals for a high-quality, high-performing dual carriageway would encourage traffic to stay on the new A358 route and reduce traffic using some of the local road network.



Further details on the A303/A358 corridor can be found at: [www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/](http://www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/)

Many local roads and private accesses join directly with the current A358, which interrupts the flow of traffic and has the potential to create incidents. By removing these, the potential for incidents is reduced.

We are also mindful of the rural nature of the area and understand the complexity of local traffic needing to access a strategic route. We are applying a set of standards that would permit local traffic and agricultural traffic to join the strategic network in the safest possible way.

The A358 is currently maintained by the local highway authority, Somerset County Council. If the upgrade goes ahead this section would become part of the strategic road network, which is the collection of motorways and some A-roads that are maintained by National Highways. This change from a local to a strategic route is unprecedented. We are working with Somerset County Council in the development of our preliminary design to ensure the changes work for local communities as well as strategic road users.

Predicted population and employment growth means that current problems with congestion will get worse if the A358 is not upgraded. By creating a high-quality, high-performing dual carriageway with improved junctions and safer access onto the existing A358, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

### Developing proposals

Since announcing our preferred route in 2019 we have been working to refine the preliminary design for the new road and have carried out extensive engagement and consultation. We've been carefully considering more than 900 responses we received to our recent public consultation, which was held between 12 October and 22 November 2021 and have carried out further surveys, traffic impact and environmental assessments.

We'd like to thank everyone who took part in our public consultation in 2021. We heard from hundreds of local residents as well as local authorities, parish councils, environmental bodies, businesses and community groups. Your feedback has provided valuable insight and has been essential in helping us to refine our proposals with local people and communities in mind. We are now consulting on some of these changes.

You can find out more about the 2021 consultation in our *Public consultation summary report*. An overview of the feedback received and our response at this stage is available in our booklet *Responding to feedback from 2021 public consultation*. Both documents are available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

The upgraded A358 would improve safety, create opportunities, keep people connected, future-proof the route and facilitate a growth in jobs, investment and housing.



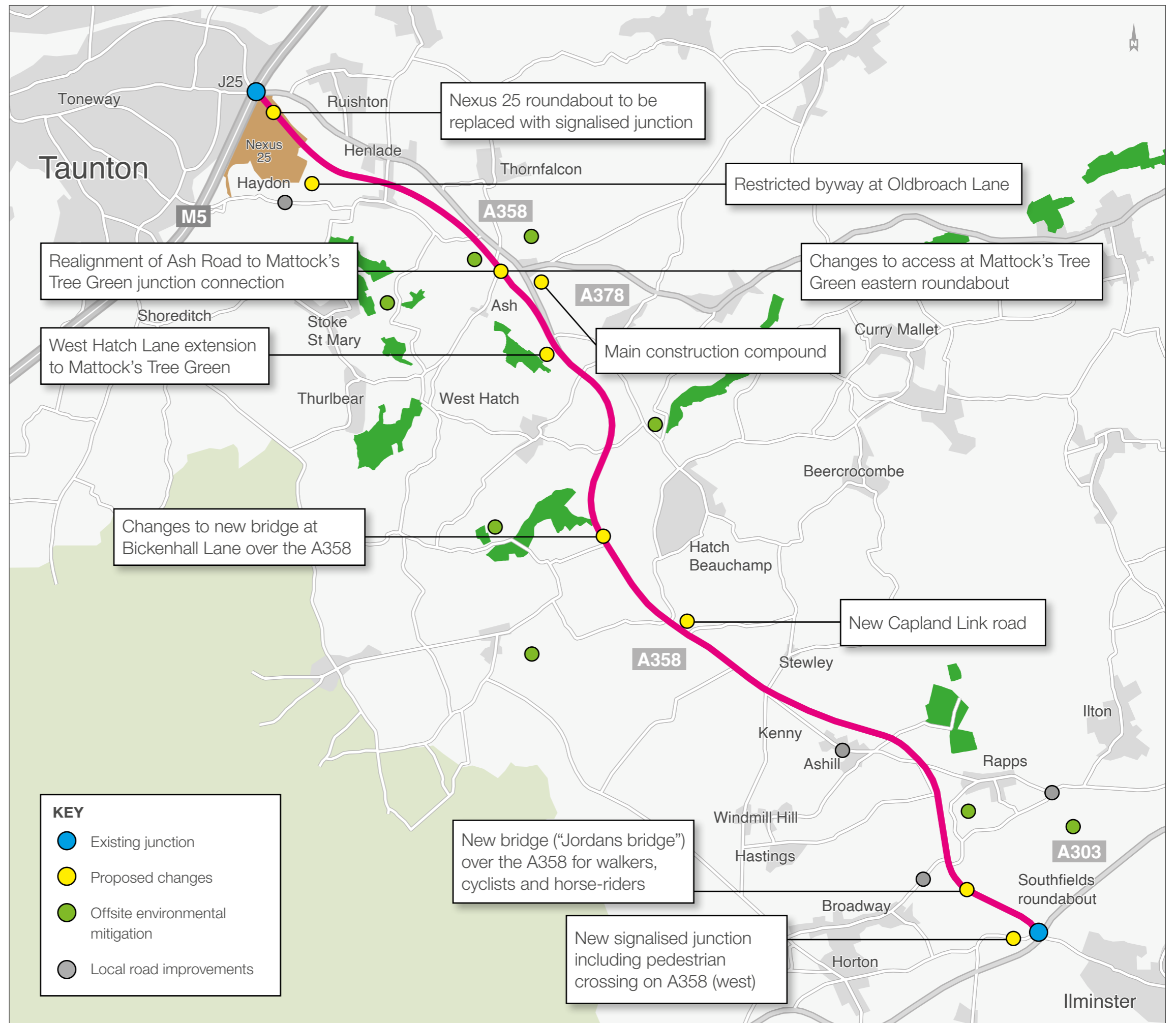
## What we are consulting on

We want to hear your thoughts on the suggested changes we've made since our last public consultation. Your feedback to this supplementary consultation will help us to continue to develop the preliminary design. These changes relate to the following broad categories and are described in this booklet:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

We've also made some smaller changes along the route. All design changes we've made since the 2021 public consultation are set out in our *Summary of changes booklet*. These smaller changes are not the focus of the consultation, but you can comment on them if you wish to.

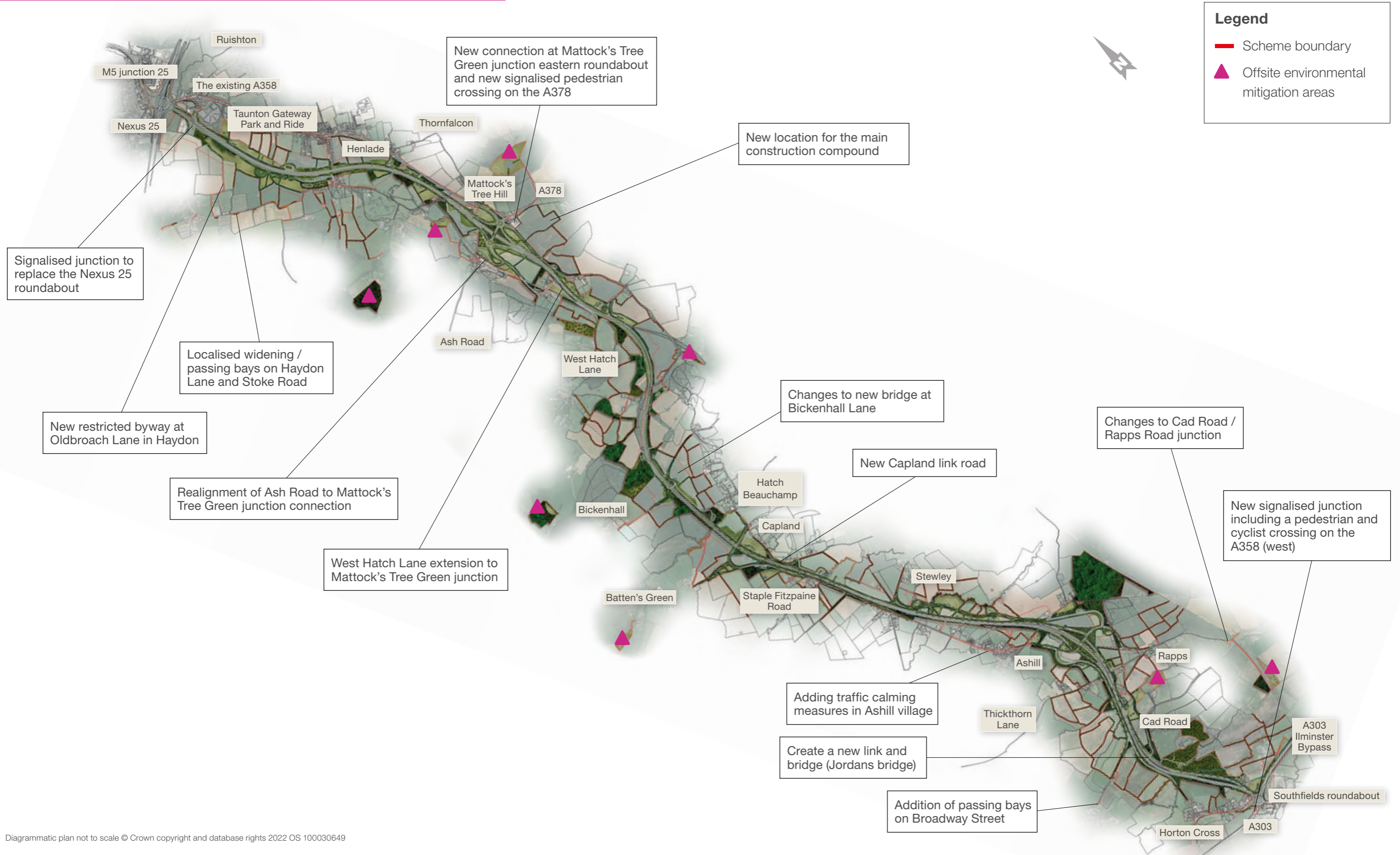
If you submitted a response to our 2021 public consultation you do not need to resubmit your feedback as part of this consultation, unless you have something new to add to it, in light of the new information that's being shared.





# Our revised proposals

This map summarises some of the improvements we've made since public consultation in 2021



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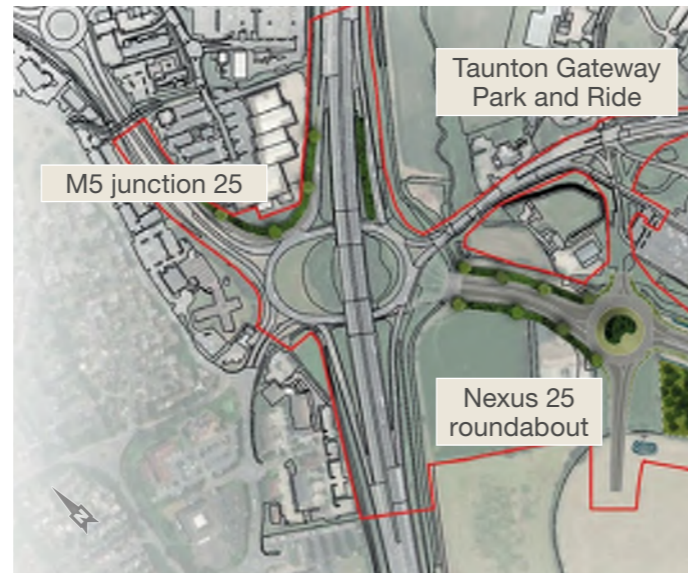
# Transport, traffic flows and access

## Signalised junction to replace the Nexus 25 roundabout

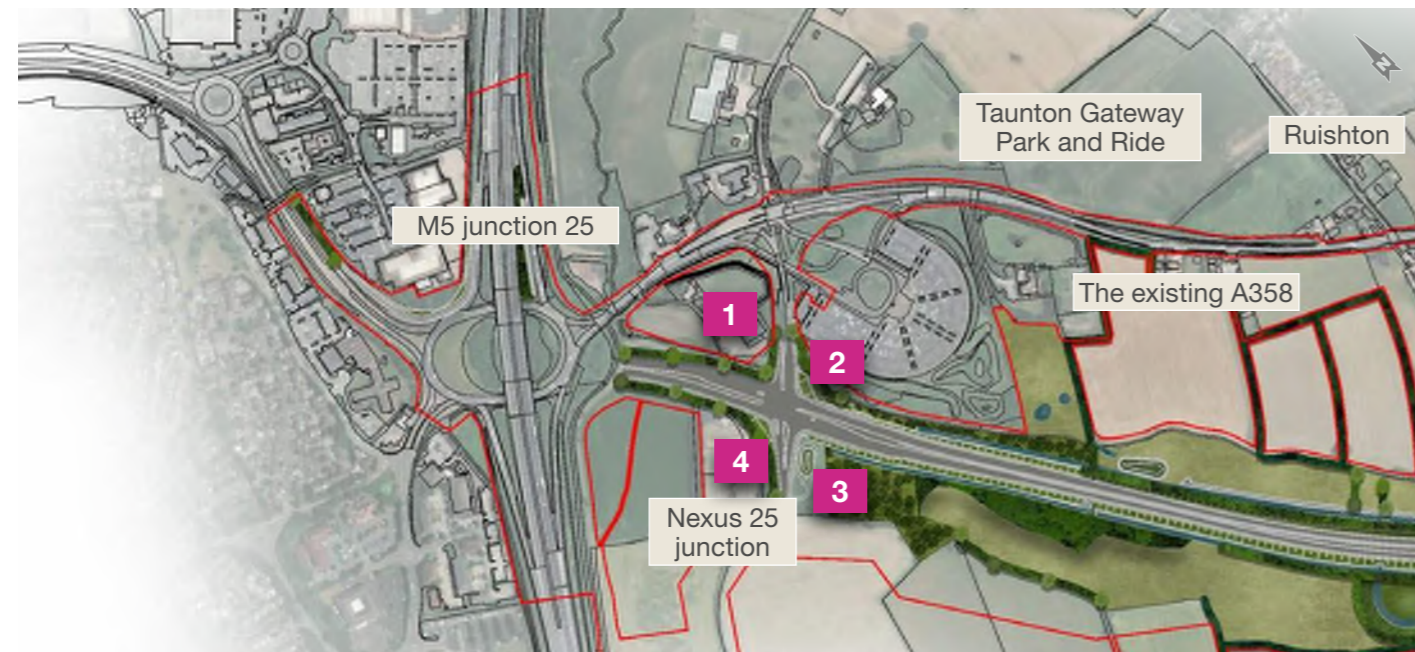
We previously proposed enlarging the Nexus 25 roundabout – the existing roundabout junction that will connect to the future Nexus 25 employment site, located south of the Taunton Gateway Park and Ride.

Following further traffic modelling and design development, we propose to replace the existing Nexus 25 roundabout with a signalised junction. This design change would better accommodate a crossing of the A358 for walkers, cyclists, horse-riders and disabled users. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout.

### 2021 public consultation proposal



### Proposed change at Nexus 25



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### This new signalised junction would include:

- 1** Five lanes at the existing A358 (west) approach from the M5 junction 25. Two of these lanes would be dedicated right-turn lanes into the Nexus 25 employment site.
- 2** Four lanes on the existing approach south of the Taunton Gateway Park and Ride. Three of these lanes would be dedicated right-turn lanes towards the M5 junction 25.
- 3** Five lanes at the new A358 (east) approach. One of these lanes would be a dedicated right-turn lane to Ruishton and another is a dedicated left-turn lane into the Nexus 25 employment site.
- 4** A three-lane exit from the Nexus 25 employment site. One of these lanes is a dedicated left-turn lane towards the M5 junction 25 and another is a dedicated right-turn lane to the new A358.

Access to Taunton Gateway Park and Ride would not be possible from the new signalised junction, which is the same as the existing arrangements at the Nexus 25 roundabout. For road users travelling from the west, access to the Park and Ride would be via the existing A358 off M5 junction 25. For road users travelling from the east, access to the Park and Ride would be via the Mattock's Tree Green junction and the existing A358 through Henlade.

### Benefits and impacts

- A signalised junction would better accommodate a safe crossing on the A358 for walkers, cyclists, horse-riders and disabled users.
- Improved flow of traffic between this junction and the M5 junction 25, so that all traffic would be able to pass through the junction without experiencing any excessive delays, even at peak times. Linking the operation of the junction with the M5 junction 25 would enable the signals to be co-ordinated and reduce the potential for queuing between the two junctions.

- Improved control over which traffic movements receive priority, which would reduce and prevent queues of vehicles.
- Reduction in the amount of agricultural land required.

### Feedback

You can give your feedback on this change in question 1a of the *Feedback questionnaire*.

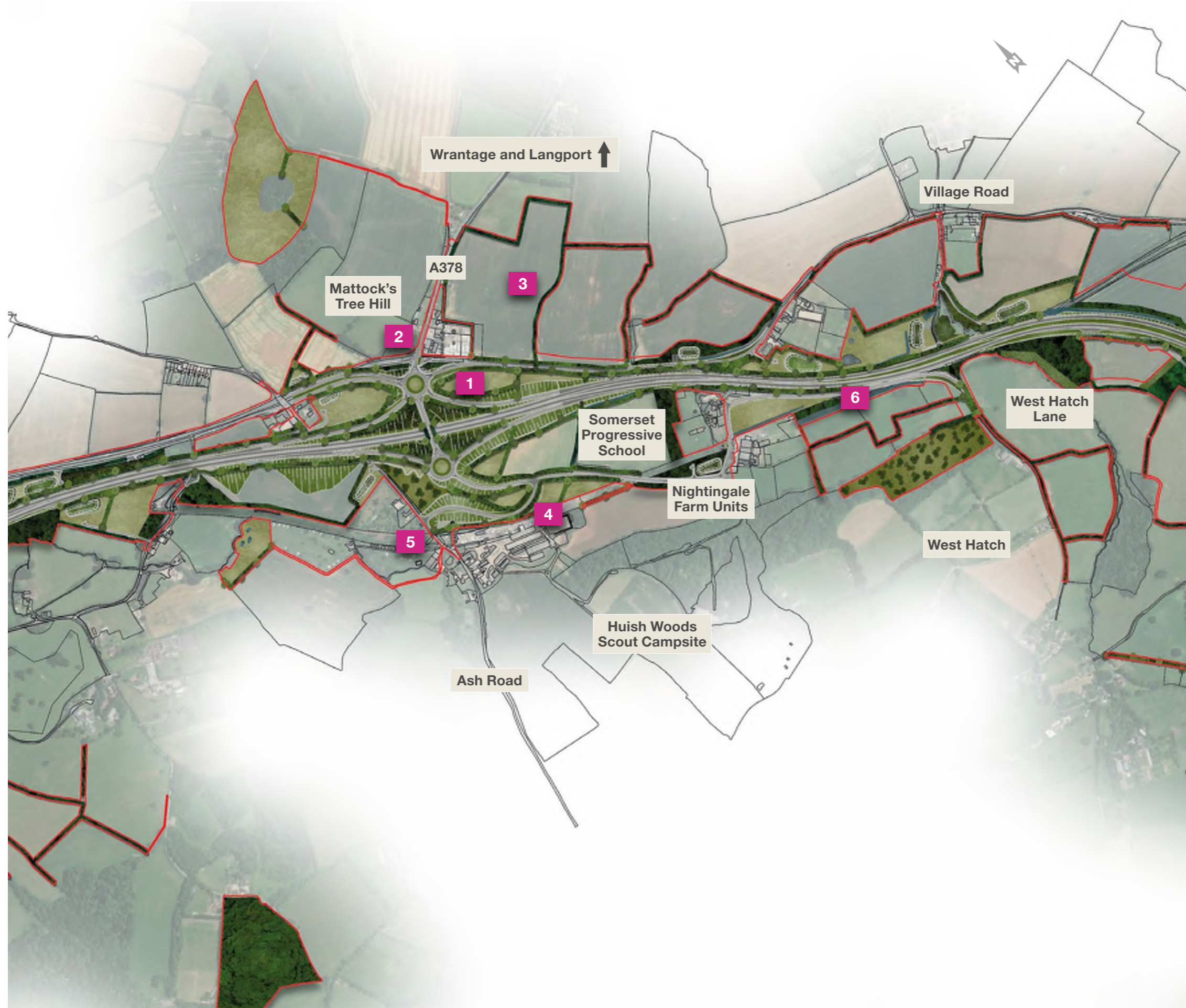
### Visualisation showing the new proposed Nexus 25 junction looking north



Further information is available in our *Technical traffic note and Environmental note*.



Proposed changes at Mattock's Tree Green junction



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2021 public consultation proposal

**Legend**

- 1** The new connection into the eastern roundabout
- 2** New signalised crossing
- 3** Main construction compound
- 4** New junction and link road
- 5** Connection to Ash Road via the new link road
- 6** West Hatch Lane extension
- Scheme boundary



## New connection at Mattock's Tree Green junction eastern roundabout and new signalised pedestrian crossing on the A378

Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp.

Having considered these responses and carried out further design development, we propose a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.

These changes would provide a connection between the A358 with local roads, including:

- The existing dual carriageway section of the Mattock's Tree Hill Road leading to Henlade
- The existing A378 leading to Wrantage and Langport
- A new single carriageway link to Village Road which would link to Hatch Beauchamp

### Benefits and impacts

- Provides a direct connection onto Village Road from Mattock's Tree Green junction.
- Provides improved connection to Hatch Beauchamp.
- Provides space for a signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.

You can read more about the location of the main construction compound on page 28 of this booklet.

**Further information is available in our *Technical traffic note and Environmental note.***

Visualisation showing new proposal for Mattock's Tree Green junction looking west towards Ash Road





## Realignment of Ash Road to Mattock's Tree Green junction connection

Feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction.

We are proposing a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties.

### Benefits and impacts

- Increasing the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.
- Forecast traffic levels along Ash Road and Stoke Road through Stoke St Mary would remain similar to how they would be without the proposed scheme in place.
- Increase in traffic along Haydon Lane/Stoke Road. We're consulting on proposed mitigation measures, which are outlined on pages 21 and 22 of this booklet.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.



## West Hatch Lane extension to Mattock's Tree Green junction

Following a design review, we have identified an opportunity to improve access to Mattock's Tree Green junction for communities living in West Hatch.

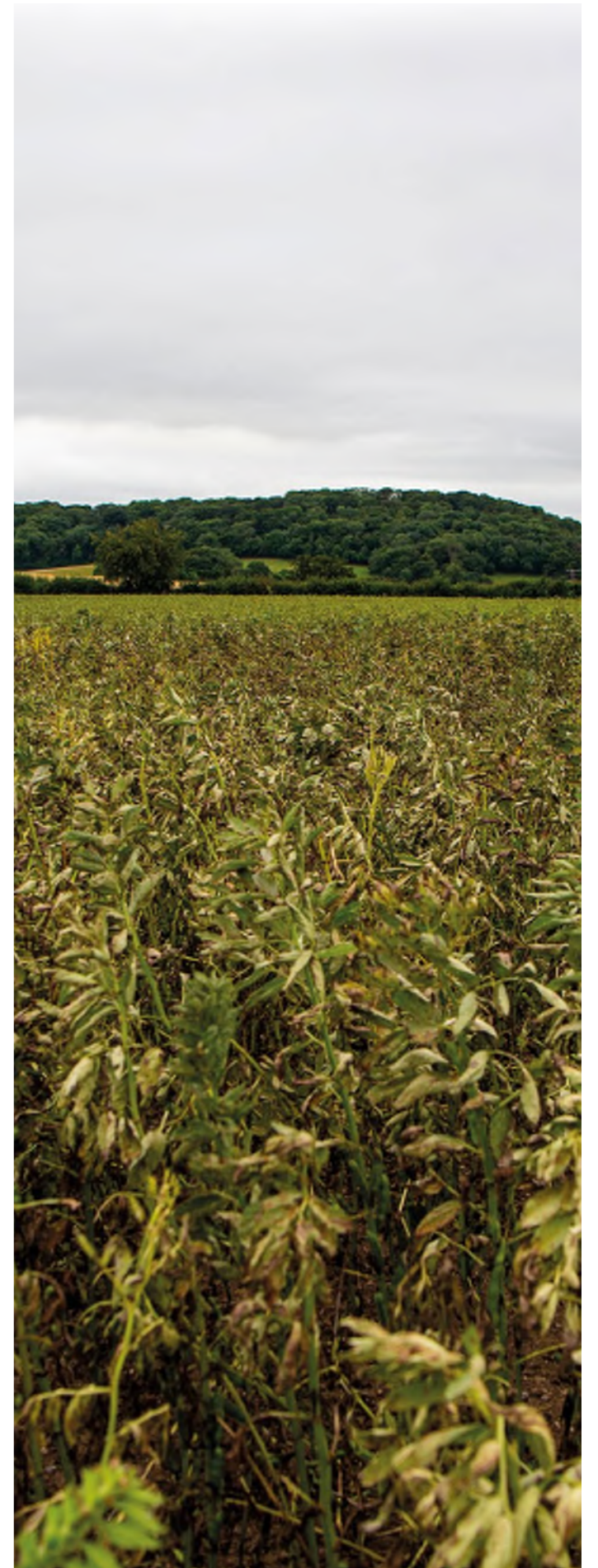
We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.

### Benefits and impacts

- More direct connection from West Hatch to the A358.
- Better connectivity for residents of West Hatch.
- Reduce traffic on local roads.
- Reduce impact on a listed road bridge, however, there is potential for increased visibility from a listed building.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.
- Requires additional construction activities in close proximity to the Somerset Progressive School which may have additional noise impacts during construction. This may also contribute to additional amenity impacts on the school.

### Feedback

You can give your feedback on the changes for Mattock's Tree Green junction in question 1b of the *Feedback questionnaire*.



Further information is available in our *Technical traffic note and Environmental note*.



## Changes to new bridge at Bickenhall Lane

We've made some changes to our proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.

Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, we are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.

As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.



## Proposed changes to the new bridge at Bickenhall Lane



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## Benefits and impacts

- The change in location of the bridge - located further away from Bickenhall Wood ancient woodland – would reduce vegetation loss around the ancient woodland and reduce the indirect impact on bat species in this area.
- The change in use addresses concerns about potential traffic increases along Bickenhall Lane and the impact on walkers, cyclists, horse-riders and disabled users.
- Traffic volumes through Hatch Beauchamp would be lower than what they would have been with our previous proposal, helping to improve safety.
- Would improve agricultural operations for landowners in the area.

## Feedback

You can give your feedback on this change in question 1c of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## Visualisation showing the proposed changes to new bridge at Bickenhall Lane looking north





## New Capland link road

At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area:

**Option 1** – Provide a connecting link road between Capland Lane and Village Road.

**Option 2** – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements.

**Option 3** – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements.

Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road.

The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.

The new Capland link would be for all users including walkers, cyclists and horse-riders.

### Visualisation showing the proposed new Capland link looking west



Further information is available in our *Technical traffic note* and *Environmental note*.

The alignment of the route is slightly modified to the option proposed previously. This would place the link closer to the A358.

### Benefits and impacts

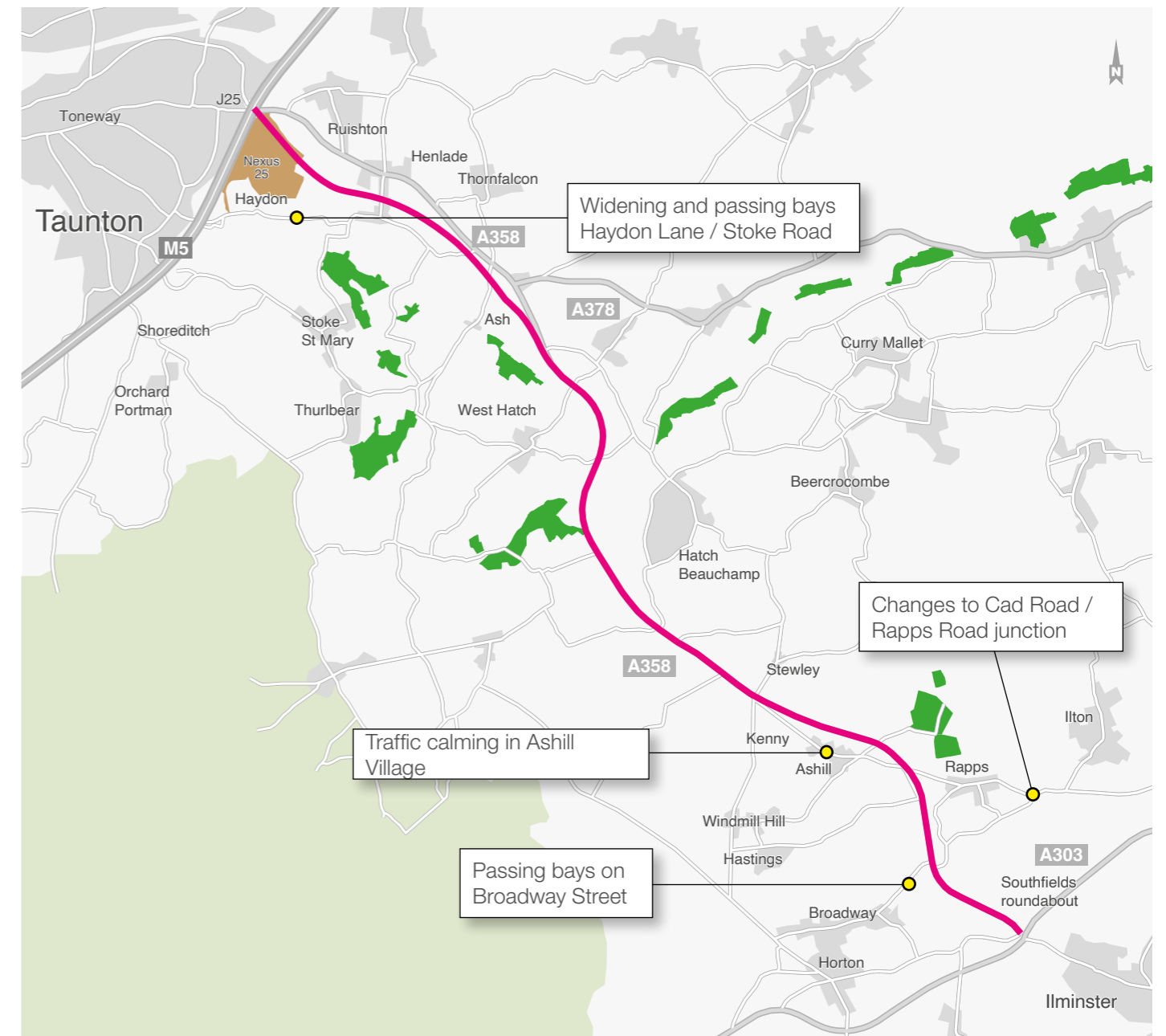
- Provides a more direct link from Hatch Beauchamp to Stewley.
- Improve access to local villages during incidences of flooding, which have temporarily closed Stock's Lane in two locations in the past.
- Moving the new Capland link road closer to the A358 reduces severance of farmland when compared with Option 1 that we previously consulted on.
- This change to the alignment of the road would also result in the demolition of a farm dwelling and also the loss of some agricultural land.
- The farm dwelling to be demolished is not a designated heritage asset but may be of local interest and would be recorded prior to demolition.
- Further ecological surveys would be needed on the farm dwelling to determine whether there would be any impact on protected species.

### Feedback

You can give your feedback on this change in question 1d of the *Feedback questionnaire*.

## Proposed works to some local roads

Following further traffic modelling, including assessment of the change in traffic flows on the local road network, and further discussion with Somerset County Council, the local highway authority for these roads, we are proposing changes to some of the existing local roads, which are outlined on the next page. These changes would improve safety, reduce congestion and ensure the road is suitable for motorised vehicles and for walkers, cyclists and horse-riders.



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## Localised widening / passing bays on Haydon Lane and Stoke Road

Traffic volumes in Haydon Lane are high relative to the standard of road and it is used as a 'rat run' by drivers travelling between the A358 and southern parts of Taunton. It is also a popular route for cyclists and there are several public rights of way that join onto Haydon Lane.

We propose:

- New passing places in several locations along Haydon Lane.
- Some localised widening where the existing road narrows through a series of bends.
- Widening the carriageway along a section of Stoke Road through Lower Henlade on the northern side away from the properties on a bend.
- New public rights of way and diversions in the off-road network in the Lower Henlade area.

## Benefits and impacts

These proposals are designed to strike a balance between highway safety, environmental impact, impact on land and properties, maintaining the rural feel and not making the route more attractive to through traffic.

These changes:

- allow for vehicles to pass each other safely
- reduce risk of heavy traffic at peak times
- reduce the potential for conflict between motorised and non-motorised users
- reduce hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation – see pages 26 and 27 for details.

## Feedback

You can give your feedback on these changes in question 1e of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## Traffic calming measures in Ashill village

The Old A358 through Ashill village is a lightly trafficked single carriageway road. This is a popular route with cyclists and would form part of our proposed new signposted cycle route that would run from the M5 junction 25 to Southfields roundabout. Feedback from our 2021 public consultation indicated concerns regarding safety due to the forecast increase in traffic.

We propose some changes which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.

## Changes to Cad Road / Rapps Road junction

We propose closing the existing Cad Road junction with the A358. Farm traffic looking to access the A358 from properties along Cad Road would do so via Cad Road, Rapps Road and the new grade separated Ashill junction. For this reason, we propose to widen the existing Cad Road / Rapps Road junction to cater for large agricultural vehicles turning left and to improve visibility at the junction.

## Addition of passing bays on Broadway Street

Broadway Street is currently the most direct link between the existing A358 and Broadway and is a popular route with cyclists. To accommodate the predicted small increase in traffic, we propose two new passing places on Broadway Street to allow larger vehicles travelling in opposite directions to pass each other at a few extra locations along the route. These would be additional to the passing places that already exist.

## Traffic flows and traffic modelling

Since public consultation, we have updated our traffic model to understand whether our proposed changes would affect how road users use and access both the A358 and the local road network.

Our updated assessment indicates that the impact on the local road network around the A358 corridor has not fundamentally changed since the proposals put forward in the public consultation in 2021. The impact of the scheme would be broadly neutral compared to a future situation without the scheme in most locations. Increases in traffic flows would be focused predominantly around the access points at Mattock's Tree Green junction and Ashill junction. Some areas would also see a decrease in traffic flows.

## COVID-19

Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping. Traffic data shows that traffic levels have recovered to broadly typical levels. As of March 2022, overall traffic levels were back up to 97% of pre-COVID-19 levels (with goods vehicles at 110%).

## Find out more

You can find more information about this updated traffic model and the proposals for how we would address any increase or decrease in traffic levels in our updated *Technical traffic note*.





## Walking, cycling and horse-riding including disabled users

### Jordans bridge

Between Ashill junction and Southfields roundabout, we previously proposed providing access for walkers, cyclists and horse-riders via the Ding bridge under the A358 to allow crossing of the A358. Following feedback that this creates a lengthy diversion for users, we have revised our proposals.

We would create a new link and bridge over the A358 for walkers, cyclists and horse-riders, which can also be used by local landowners for farm access. The walking, cycling and horse-riding route between Broadway Street link and the Old A358 at Horton Cross would be moved away from the A358 and raised up to the bridge. This provides a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.



### Visualisation showing the proposed new Jordans bridge looking north



### New restricted byway at Oldbroach Lane in Haydon

We propose a new restricted byway at Oldbroach Lane in Haydon. This would ensure continuity of access to local walking, cycling and horse-riding routes. A new public right of way on the off-road network on Oldbroach Lane would allow users to avoid Haydon Lane and improve connectivity to the Nexus 25 junction and Stoke Road.

**A restricted byway is a road that allows a right of way for pedestrians, horse-riders, those leading a horse, cyclists and for any vehicles other than mechanically propelled vehicles.**

### New signalised junction including pedestrian and cyclist crossing on the A358 (west)

We propose a new signalised junction including a pedestrian and cyclist crossing on the existing A358 (west) close to Southfields roundabout. This would provide improved connections between Horton Cross and Ilminster and provide a link with the local foot/cycle network.

This signalised crossing would be incorporated within a new traffic signalised junction to the nearby service station which is required to allow for a widened three lane approach to Southfields roundabout to cater for future traffic growth.

### Feedback

You can give your feedback on these changes in question 2 of the *Feedback questionnaire*.



Further information is available in our *Technical traffic note and Environmental note*.



## Environment

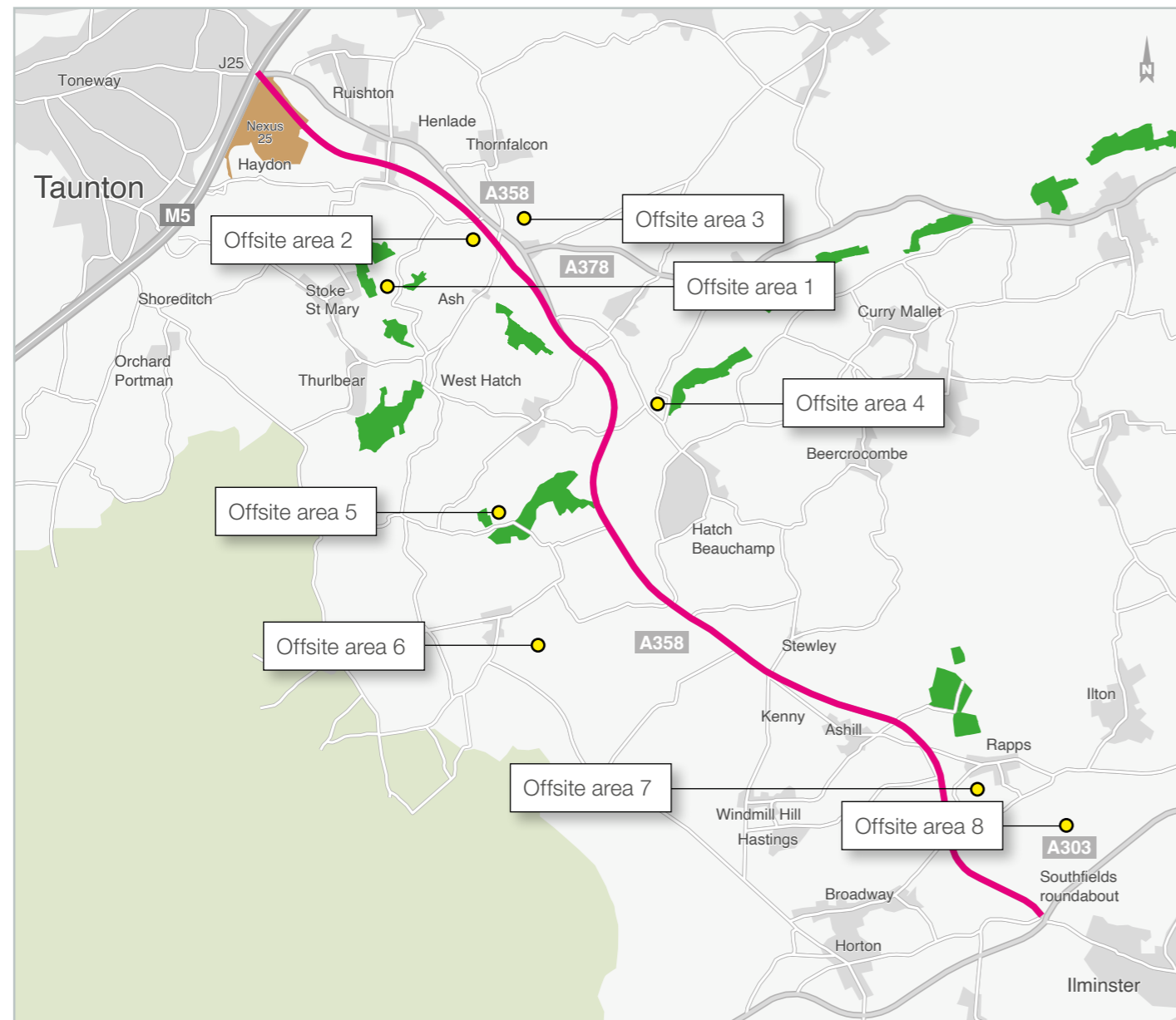
The existing A358 is an ecologically diverse habitat corridor supporting a wide variety of protected species including badgers, bats, birds (including barn owls), dormice, great crested newts, otter, reptiles and water voles.

We carried out a significant number of additional ecological surveys in 2021. Following the results of these surveys and in response to feedback from the 2021 public consultation, we've amended our biodiversity mitigation to reflect the updated habitat and species data and to improve habitat function and connectivity within the wider landscape.

### Offsite mitigation areas

Following a review of consultation feedback and the results from further ecology surveys, we've identified a number of offsite areas for habitat creation. Areas of woodland planting and grassland creation or enhancement are proposed in eight locations, as shown in the plan below. The provision of offsite habitat allows for these areas to be established during main construction of the scheme, facilitating any translocation of animals that might be required as well as safeguarding them throughout the construction period and into the future.

Plan showing locations for offsite areas for habitat creation



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### Hedgerow improvements

Ecology surveys carried out throughout 2021 have identified the presence of hazel dormice within hedgerows, scrub and woodland habitat across the scheme and surrounding area.

To safeguard hazel dormice throughout construction and in the long term, our proposed mitigation would focus on enhancing the existing hedgerow network, which is well-established, in addition to the creation of new hedgerows where feasible.

These hedgerow improvements are proposed across the length of the scheme to connect areas of existing suitable habitat, which would also provide benefits to other species, including bats.

### Woodland management

During construction of the proposed scheme, hazel dormice would need to be relocated into areas of retained habitat whilst areas of new planting are establishing. Several areas of existing woodland have been identified across the scheme where the installation of dormouse boxes is proposed in addition to woodland management (as appropriate), such as coppicing to allow development of ground level vegetation.

### Find out more

You can find out more about environmental benefits, impacts and mitigation in our updated *Environmental note*. In addition, due to the significant number of additional ecological surveys, our updated *Baseline ecology survey reports* are available via our website.

### Feedback

You can give your feedback on these changes in question 3 of the *Feedback questionnaire*.





## New location for the main construction compound

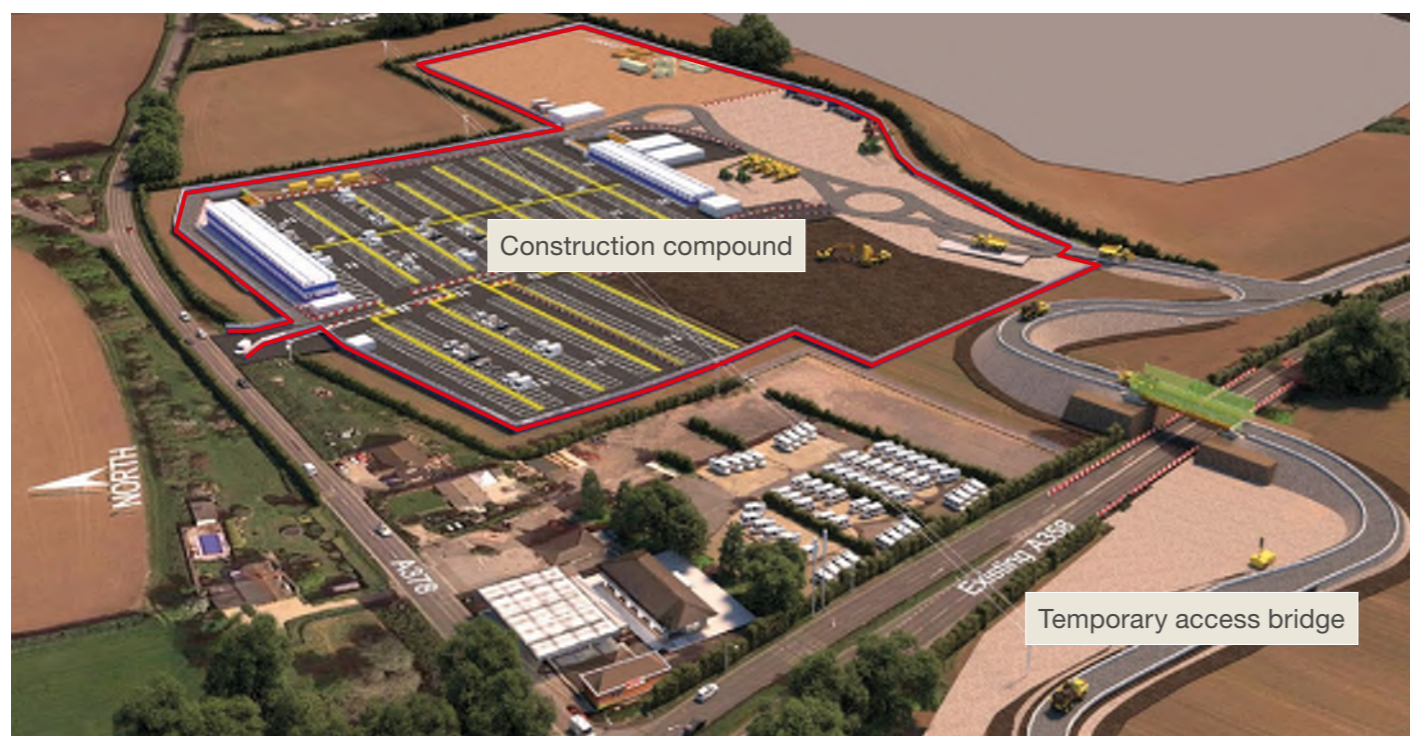
At our previous consultation we proposed to locate the main construction compound for the scheme on the Nexus 25 development site. Following further design development work, we are now proposing to locate the main site compound near to Mattock's Tree Green junction.

We would install a new temporary bridge to the east of the existing A358 / A378 junction. This would allow a proportion of site traffic to access and leave the compound without need to travel on the public highway.

The main access to the compound would be via the A378 north of Mattock's Tree Green junction. We would still need to use the existing A358 for some construction traffic and some side roads would still be required where the offline haul road does not provide access, however we would minimise this as much as possible.

We would carefully plan and manage our roadworks to ensure we maintain safety for the public and those working on site at all times.

### Visualisation of main construction compound and temporary access bridge to the east of the existing A358 / A378 junction



### Benefits and impacts

- Temporary access bridge would reduce the volume of construction traffic using the public highway as far as reasonably practicable.
- Unlikely to result in any significant impacts on cultural heritage, however, additional archaeological surveys would be undertaken in this area.
- Would result in localised temporary and reversible changes to some landscape and visual receptors in this area.
- Proposal to screen local properties to mitigate increase in construction noise where possible.
- Would require additional agricultural land.

### Feedback

You can give your feedback on this change in question 4 of the *Feedback questionnaire*.

## Further information

We're continuing to look at how we would build the route in a way that would minimise disruption to local communities and traffic during construction.

As part of our Development Consent Order (DCO) application we will produce an environmental management plan for the construction of the route and a construction traffic management plan. This would be used to ensure we are closely engaging with communities during construction and that we are taking appropriate environmental mitigation measures throughout. There would be an opportunity for local residents to communicate any issues they may be concerned about throughout the DCO application and construction period.

## Other changes

Additional minor changes have also been made to the proposed preliminary design. These are the result of consultation feedback and feedback from local landholders, as well as our ongoing refinement of the design. These changes include:

- refinements to the alignment of roads
- minor changes to junction designs
- details of junctions and accesses that were not previously included in consultation
- smaller changes to walking, cycling, horse-riding and disabled user access
- changes to the location and extent of planting and habitat creation
- changes to landscape and noise mitigations
- changes to the red line boundary, which is the outlined area that is subject to DCO application for this project
- minor amendments to drainage design

More information on all changes since our 2021 public consultation can be found in our *Summary of changes booklet*.

These changes are not the focus of this consultation, but you can provide comments on these if you wish to. Please use question 5 of the *Feedback questionnaire*.





## Find out more



You can find out more about our proposed design changes in several ways:

- **Website and virtual exhibition room** – you can view the consultation materials and visit our virtual exhibition room via our website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- **Webinars** – you can join us at one of our webinars, where members of the project team will present proposals and answer your questions.
  - Webinar 1 – Wednesday 25 May 2022 – 12:30pm
  - Webinar 2 – Tuesday 7 June 2022 – 12:30pm
  - Webinar 3 – Thursday 9 June 2022 – 7:00pm
  - Webinar 4 – Tuesday 14 June 2022 – 7:00pm
- **Public consultation events** – you can speak to the project team and find out more about our plans in person at one of our events in the area. These events will take place at the times, dates and locations shown in the table below:
- **Telephone surgery** – you can book to arrange a call back with a member of the project team (subject to availability). You can book an appointment by emailing us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) or by calling 0300 123 5000.
- **Consultation documents** – all the consultation documents are available on our consultation website, which can be accessed via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields), including:
  - *Consultation booklet*
  - *Feedback questionnaire*
  - *Responding to feedback from 2021 public consultation*
  - *Summary of changes booklet*
  - *Technical traffic note*
  - *Environmental note*
  - *Plans and drawings*
- **Deposit locations and public information points** – details of where copies of all the consultation documents are available can be found on our website or by calling 0300 123 5000.

Location	Date	Time
<b>Monks Yard (Conference Room)</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
<b>Somerset County Cricket Club</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
<b>Taunton Racecourse</b> Orchard Portman, Taunton, Somerset, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

## Give us your feedback

Your feedback on these design changes will help us to shape our proposals before we submit our DCO application.

Please send your feedback to us by **23:59 on Sunday 26 June 2022**. Responses received after this time may not be considered. You can:

- complete the feedback questionnaire online, which can be accessed via: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- email your response to: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- post your feedback to us at: **FREEPOST A358 TAUNTON TO SOUTHFIELDS** (the address must be written in capitals and you do not need a stamp)

You can pick up a feedback questionnaire from a public consultation event, deposit location or at an information point. You can also request a hard copy of the feedback questionnaire via the phone number or email address below.

If you have any further questions or would like to find out more, please contact us by:

- Telephone: **0300 123 5000**
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

## Next steps

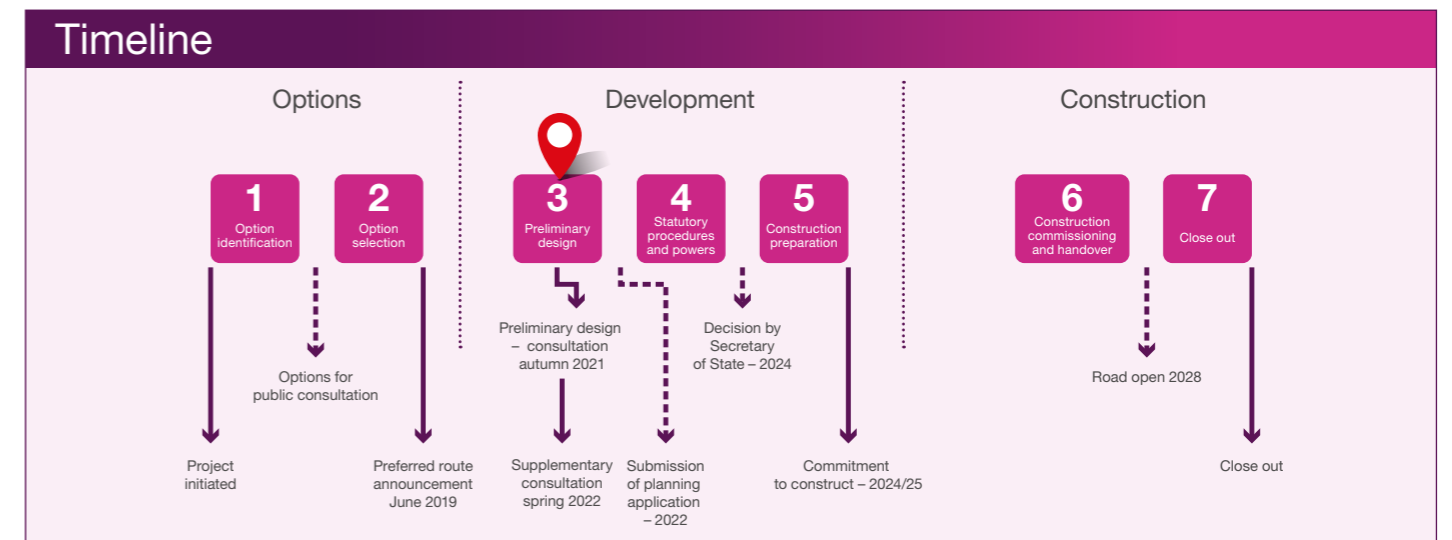
Once the consultation has closed at **23:59 on Sunday 26 June 2022**, we will review all comments and suggestions that have been received during this period.

We will take time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures. We will set out a summary of the responses to this and the previous public consultation in a consultation report, which will also describe how your feedback has shaped and influenced our proposals. This report will form part of our DCO application, the special type of planning permission needed for Nationally Significant Infrastructure Projects like this, and will be published following submission of our application. We expect to submit our DCO application later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representations and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead. This process is explained in the timeline below.

If granted by the Secretary of State, start of works on the A358 improvements is planned for 2024/25.

More information about the DCO process can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk>



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## Appendix 7.18b

### Copy of 2022 supplementary consultation booklet large print

# A358

## Taunton to Southfields Dualling Scheme

Supplementary consultation booklet  
24 May to 26 June 2022





$\frac{1}{4}$

WILTSHIRE COUNTY

BICKENHALL  
HATCH BEAUCHAMP  
TAUNTON

1/4  
MILE





## About this booklet

Thank you for taking an interest in this supplementary consultation on the A358 Taunton to Southfields Dualling Scheme. We're looking to improve approximately 8.5 miles (13.6 km) of road to high-quality and high-performing dual carriageway. This would make journeys safer, quicker and more reliable for the wide variety of people who use the road.

We've made some changes to the preliminary design since our public consultation in autumn 2021. We want to know your thoughts on these changes before we submit our planning application to the Planning Inspectorate.


This supplementary consultation runs from **Tuesday 24 May to Sunday 26 June 2022**. It's important that


you respond by **23:59 on Sunday 26 June 2022** as responses received after the consultation closes may not be considered.


## Get involved


There are lots of ways you can tell us what you think.

You can:

 visit our website where you can find a link to our virtual exhibition room, details of events and webinars, view all of the consultation documents and provide feedback online at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

 email us at: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) to request hard copies of the consultation materials, book an appointment to speak to a specialist and to send us your feedback.

 phone us on 0300 123 5000 to request hard copies of the consultation documents or book an appointment to speak to a member of the project team.

 send us your feedback by post to  
**FREEPOST A358 TAUNTON TO SOUTHFIELDS**  
Note: the address must be written in capital letters and you do not need a stamp.

See page 30 of this booklet for more details on how you can get involved in this consultation.

# National Highways - investing in your roads

The A358 Taunton to Southfields Dualling Scheme is one of several road improvements designed to make it easier to travel across the south of England from the M3 to the M5 and beyond.

The South West's economy is under-performing compared to the rest of the UK. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help improve the South West's connections to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

We are proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

## The project

### **Improving safety, delivering reliable journeys and keeping communities connected**

The A358 provides an essential route for people who live and work in the area and connects people to local centres and towns such as Taunton and Ilminster. It is also a key strategic

route, linking people to the wider region using the M5 north to Bristol and south to Devon and Cornwall, and linking the south-west with London and the south-east region.

The A358 between Taunton and Southfields roundabout is mostly single carriageway and traffic regularly exceeds the capacity that the existing road was designed for. Many current road users on the A358 divert onto smaller local roads, which then increases the level of traffic in surrounding villages. This leads to congestion, especially through Henlade, where local air quality is affected by emissions from the high volume of slow-moving vehicles that pass through the village. Our proposals for a high-quality, high-performing dual carriageway would encourage traffic to stay on the new A358 route and reduce traffic using some of the local road network.

Many local roads and private accesses join directly with the current A358, which interrupts the flow of traffic and has the potential to create incidents. By removing these, the potential for incidents is reduced.

We are also mindful of the rural nature of the area and understand the complexity of local traffic needing to access a strategic route. We are applying a set of standards that would permit local traffic and agricultural traffic to join the strategic network in the safest possible way.

The A358 is currently maintained by the local highway authority, Somerset County Council. If the upgrade goes ahead this section would become part of the strategic road



network, which is the collection of motorways and some A-roads that are maintained by National Highways. This change from a local to a strategic route is unprecedented. We are working with Somerset County Council in the development of our preliminary design to ensure the changes work for local communities as well as strategic road users.

Predicted population and employment growth means that current problems with congestion will get worse if the A358 is not upgraded. By creating a high-quality, high-performing dual carriageway with improved junctions and safer access onto the existing A358, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.



**Further details on the A303/A358 corridor can be found at: [www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/](http://www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/)**

## Developing proposals

Since announcing our preferred route in 2019 we have been working to refine the preliminary design for the new road and have carried out extensive engagement and consultation. We've been carefully considering more than 900 responses we received to our recent public consultation, which was held between 12 October and 22 November 2021 and have carried out further surveys, traffic impact and environmental assessments.

We'd like to thank everyone who took part in our public consultation in 2021. We heard from hundreds of local residents as well as local authorities, parish councils, environmental bodies, businesses and community groups. Your feedback has provided valuable insight and has been essential in helping us to refine our proposals with local people and communities in mind. We are now consulting on some of these changes.

You can find out more about the 2021 consultation in our *Public consultation summary report*. An overview of the feedback received and our response at this stage is available in our booklet *Responding to feedback from 2021 public consultation*. Both documents are available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

**The upgraded A358 would improve safety, create opportunities, keep people connected, future-proof the route and facilitate a growth in jobs, investment and housing.**

# What we are consulting on

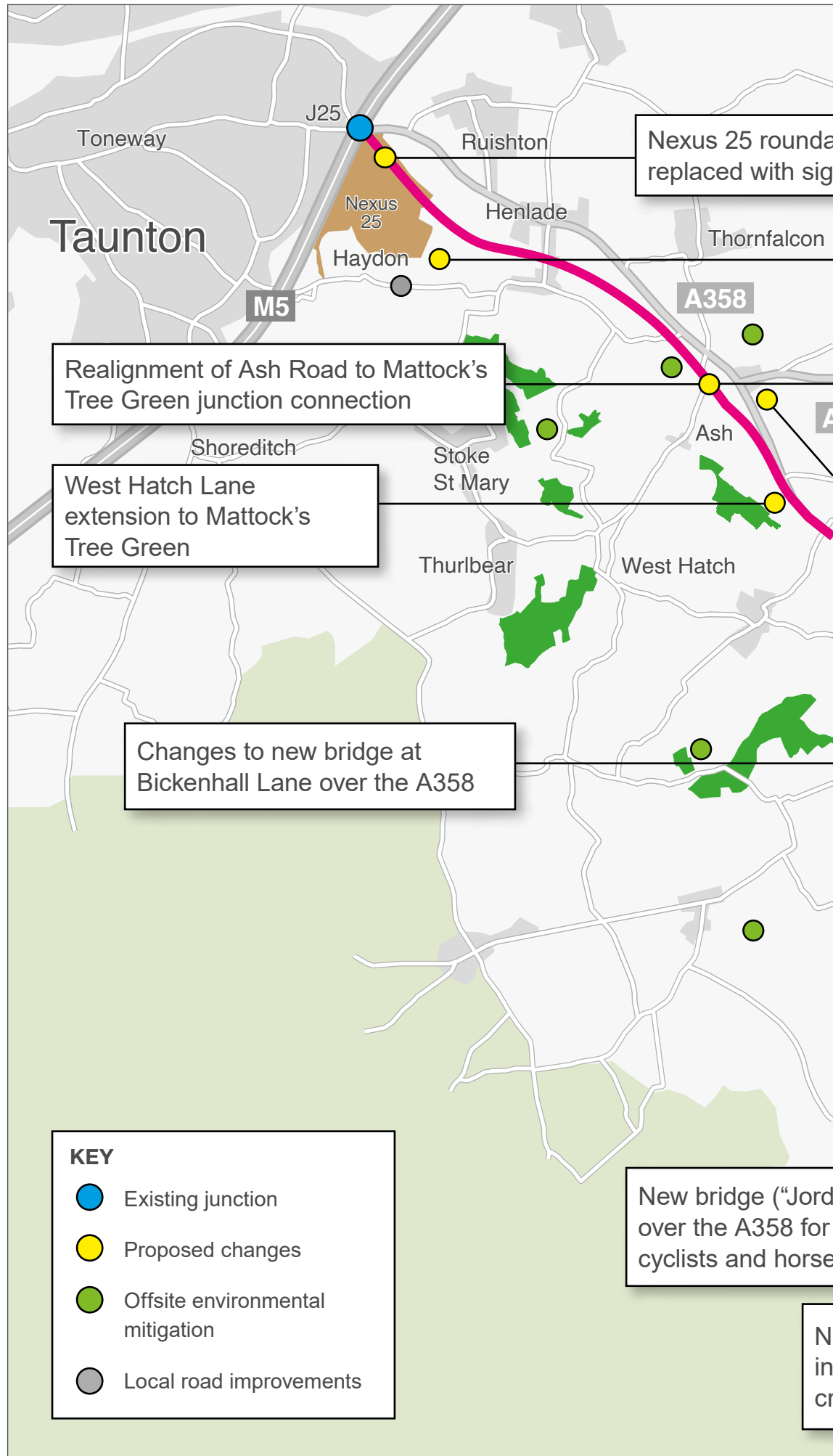
We want to hear your thoughts on the suggested changes we've made since our last public consultation. Your feedback to this supplementary consultation will help us to continue to develop the preliminary design. These changes relate to the following broad categories and are described in this booklet:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

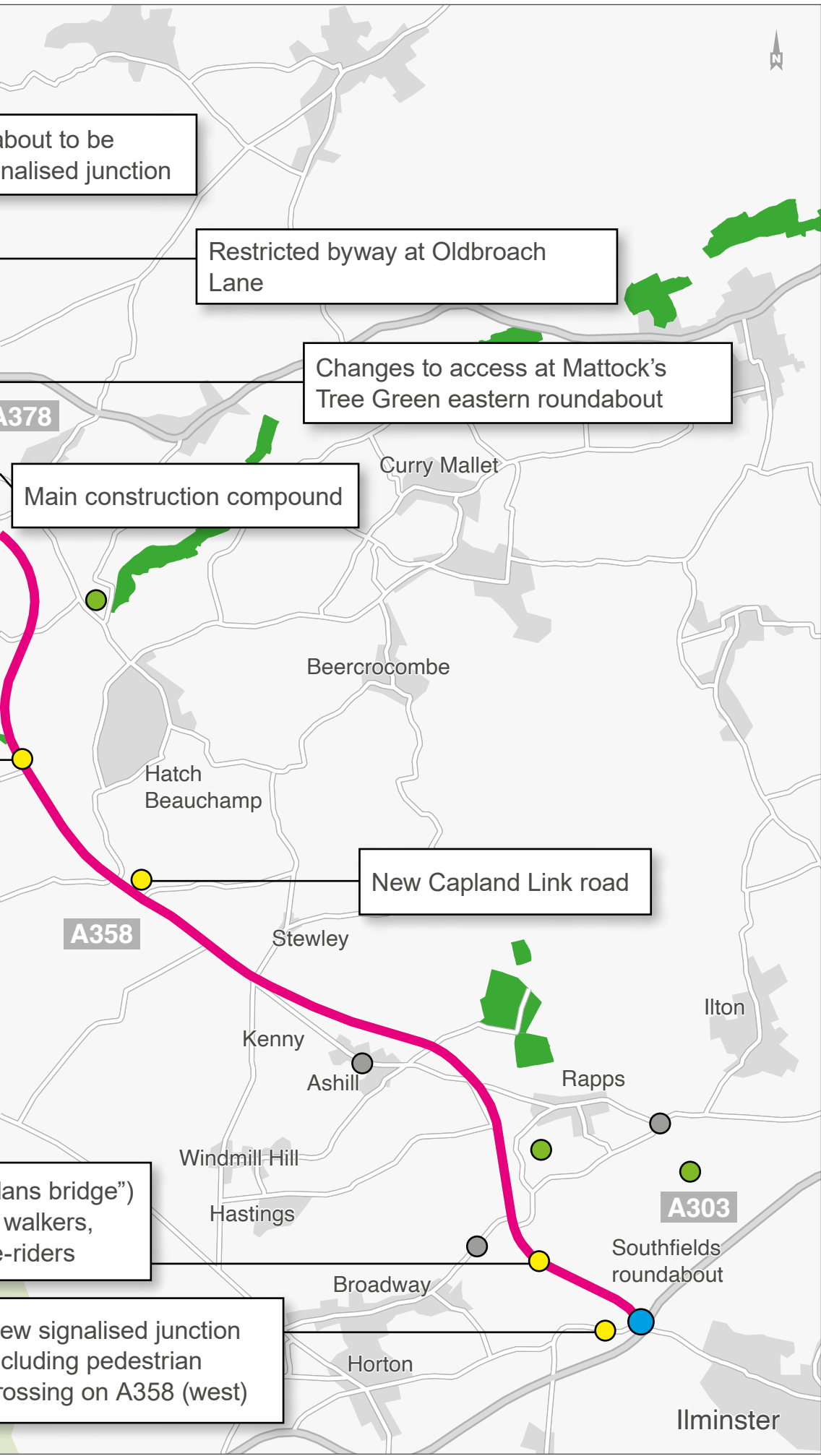
We've also made some smaller changes along the route. All design changes we've made since the 2021 public consultation are set out in our *Summary of changes booklet*. These smaller changes are not the focus of the consultation, but you can comment on them if you wish to.



If you submitted a response to our 2021 public consultation you do not need to resubmit your feedback as part of this consultation, unless you have something new to add to it, in light of the new information that's being shared.







about to be  
signalised junction

Restricted byway at Oldbroach  
Lane

Changes to access at Mattock's  
Tree Green eastern roundabout

Main construction compound

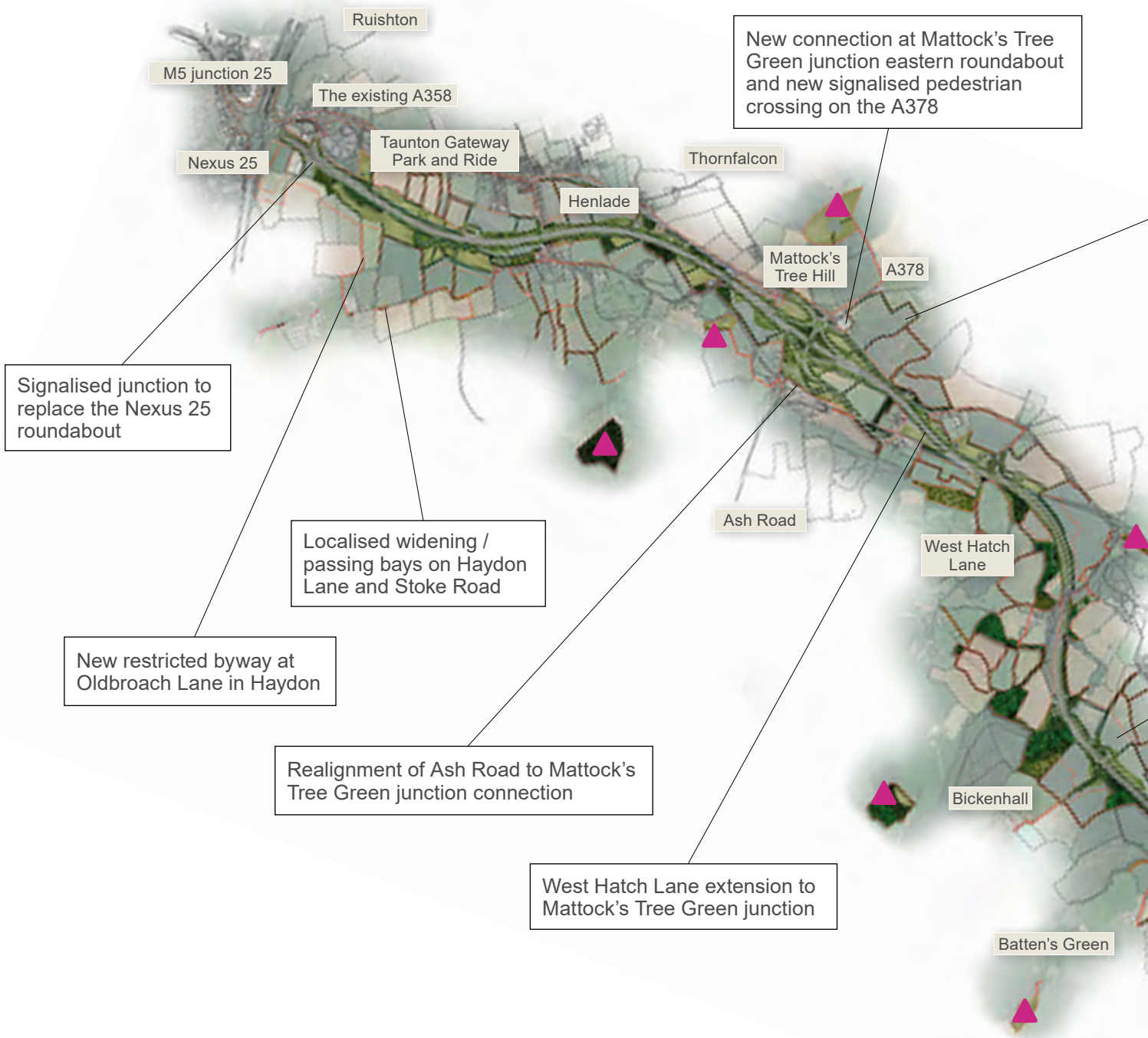
New Capland Link road

plans bridge")  
walkers,  
e-riders



New signalised junction  
including pedestrian  
crossing on A358 (west)

# Our revised proposals

This map summarises some of the improvements we've made since public consultation in 2021



### Legend

-  Scheme boundary
-  Offsite environmental mitigation areas



New location for the main construction compound

Changes to new bridge at Bickenhall Lane

New Capland link road

Changes to Cad Road / Rapps Road junction

New signalised junction including a pedestrian and cyclist crossing on the A358 (west)

Hatch Beauchamp

Capland

Stewley

Staple Fitzpaine Road

Ashill

Rapps

Adding traffic calming measures in Ashill village

Thickthorn Lane

Cad Road

A303 Ilminster Bypass

Create a new link and bridge (Jordans bridge)

Addition of passing bays on Broadway Street

Southfields roundabout

Horton Cross

A303

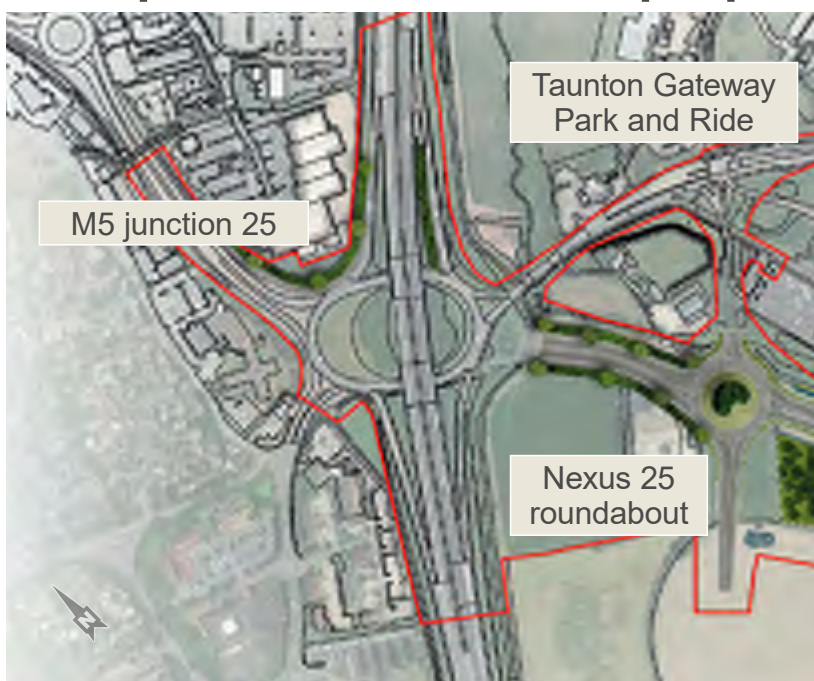
# Transport, traffic flows and access

## Signalised junction to replace the Nexus 25 roundabout

We previously proposed enlarging the Nexus 25 roundabout – the existing roundabout junction that will connect to the future Nexus 25 employment site, located south of the Taunton Gateway Park and Ride.

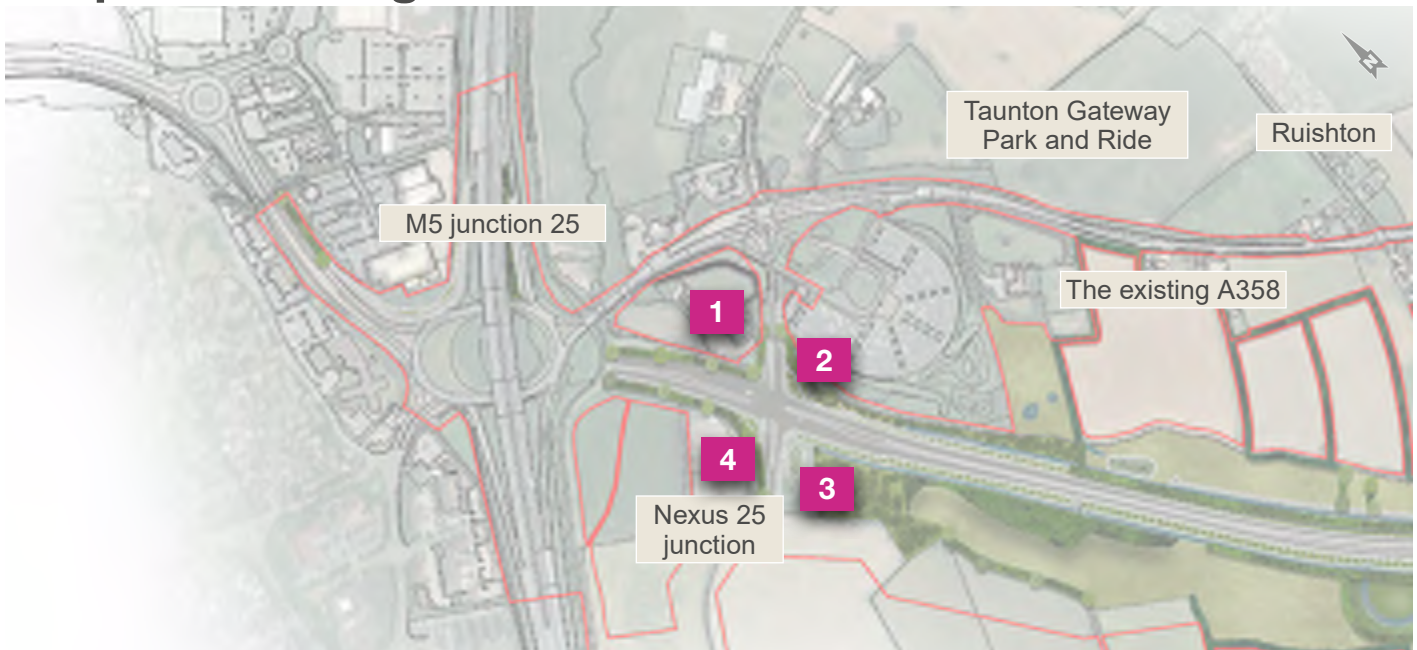
Following further traffic modelling and design development, we propose to replace the existing Nexus 25 roundabout with a signalised junction. This design change would better accommodate a crossing of the A358 for walkers, cyclists, horse-riders and disabled users. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout.

## 2021 public consultation proposal





## Proposed change at Nexus 25



### This new signalised junction would include:

- 1** Five lanes at the existing A358 (west) approach from the M5 junction 25. Two of these lanes would be dedicated right-turn lanes into the Nexus 25 employment site.
- 2** Four lanes on the existing approach south of the Taunton Gateway Park and Ride. Three of these lanes would be dedicated right-turn lanes towards the M5 junction 25.
- 3** Five lanes at the new A358 (east) approach. One of these lanes would be a dedicated right-turn lane to Ruishton and another is a dedicated left-turn lane into the Nexus 25 employment site.
- 4** A three-lane exit from the Nexus 25 employment site. One of these lanes is a dedicated left-turn lane towards the M5 junction 25 and another is a dedicated right-turn lane to the new A358.

Access to Taunton Gateway Park and Ride would not be possible from the new signalised junction, which is the same as the existing arrangements at the Nexus 25 roundabout. For road users travelling from the west, access to the Park and Ride would be via the existing A358 off M5 junction 25. For road users travelling from the east, access to the Park and Ride would be via the Mattock's Tree Green junction and the existing A358 through Henlade.

## **Benefits and impacts**

- A signalised junction would better accommodate a safe crossing on the A358 for walkers, cyclists, horse-riders and disabled users.
- Improved flow of traffic between this junction and the M5 junction 25, so that all traffic would be able to pass through the junction without experiencing any excessive delays, even at peak times. Linking the operation of the junction with the M5 junction 25 would enable the signals to be co-ordinated and reduce the potential for queuing between the two junctions.
- Improved control over which traffic movements receive priority, which would reduce and prevent queues of vehicles.
- Reduction in the amount of agricultural land required.

## **Feedback**

You can give your feedback on this change in question 1a of the *Feedback questionnaire*.

## Visualisation showing the new proposed Nexus 25 junction looking north



Further information is available in our *Technical traffic note* and *Environmental note*.



# Proposed changes at Mattock's Tree Green junction



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## 2021 public consultation proposal

### Legend

- 1** The new connection into the eastern roundabout
- 2** New signalised crossing
- 3** Main construction compound
- 4** New junction and link road
- 5** Connection to Ash Road via the new link road
- 6** West Hatch Lane extension
- Scheme boundary

## **New connection at Mattock's Tree Green junction eastern roundabout and new signalised pedestrian crossing on the A378**

Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp.

### **Visualisation showing new proposal for Mattock's Tree Green junction looking west towards Ash Road**





Having considered these responses and carried out further design development, we propose a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.



These changes would provide a connection between the A358 with local roads, including:

- The existing dual carriageway section of the Mattock's Tree Hill Road leading to Henlade
- The existing A378 leading to Wrantage and Langport
- A new single carriageway link to Village Road which would link to Hatch Beauchamp

### **Benefits and impacts**

- Provides a direct connection onto Village Road from Mattock's Tree Green junction.
- Provides improved connection to Hatch Beauchamp.
- Provides space for a signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 41 to 44 of this booklet.

You can read more about the location of the main construction compound on pages 45 and 46 of this booklet.

**Further information is available in our *Technical traffic note and Environmental note.***



## Realignment of Ash Road to Mattock's Tree Green junction connection

Feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction.

We are proposing a new junction and link road that would provide access to the Somerset Progressive School, the



Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties.

## **Benefits and impacts**

- Increasing the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.
- Forecast traffic levels along Ash Road and Stoke Road through Stoke St Mary would remain similar to how they would be without the proposed scheme in place.
- Increase in traffic along Haydon Lane/Stoke Road. We're consulting on proposed mitigation measures, which are outlined on pages 32 to 34 of this booklet.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 41 to 44 of this booklet.

## **West Hatch Lane extension to Mattock's Tree Green junction**

Following a design review, we have identified an opportunity to improve access to Mattock's Tree Green junction for communities living in West Hatch.

We have revised our proposals to include a new road that would run alongside the A358. This would connect

West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.

## Benefits and impacts

- More direct connection from West Hatch to the A358.
- Better connectivity for residents of West Hatch.
- Reduce traffic on local roads.
- Reduce impact on a listed road bridge, however, there is potential for increased visibility from a listed building.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 41 to 44 of this booklet.
- Requires additional construction activities in close proximity to the Somerset Progressive School which may have additional noise impacts during construction. This may also contribute to additional amenity impacts on the school.

## Feedback

You can give your feedback on the changes for Mattock's Tree Green junction in question 1b of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**



## Changes to new bridge at Bickenhall Lane

We've made some changes to our proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.

Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, we are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.

## Proposed changes to the new bridge at Bickenhall Lane



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As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.

### **Benefits and impacts**

- The change in location of the bridge - located further away from Bickenhall Wood ancient woodland – would reduce vegetation loss around the ancient woodland and reduce the indirect impact on bat species in this area.
- The change in use addresses concerns about potential traffic increases along Bickenhall Lane and the impact on walkers, cyclists, horse-riders and disabled users.

### **Visualisation showing the proposed changes to new bridge at Bickenhall Lane looking north**



- Traffic volumes through Hatch Beauchamp would be lower than what they would have been with our previous proposal, helping to improve safety.
- Would improve agricultural operations for landowners in the area.

## **Feedback**

You can give your feedback on this change in question 1c of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## New Capland link road

At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area:

**Option 1** – Provide a connecting link road between Capland Lane and Village Road.

**Option 2** – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements.

**Option 3** – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements.

Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road.

The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.

The new Capland link would be for all users including walkers, cyclists and horse-riders.

The alignment of the route is slightly modified to the option proposed previously. This would place the link closer to the A358.

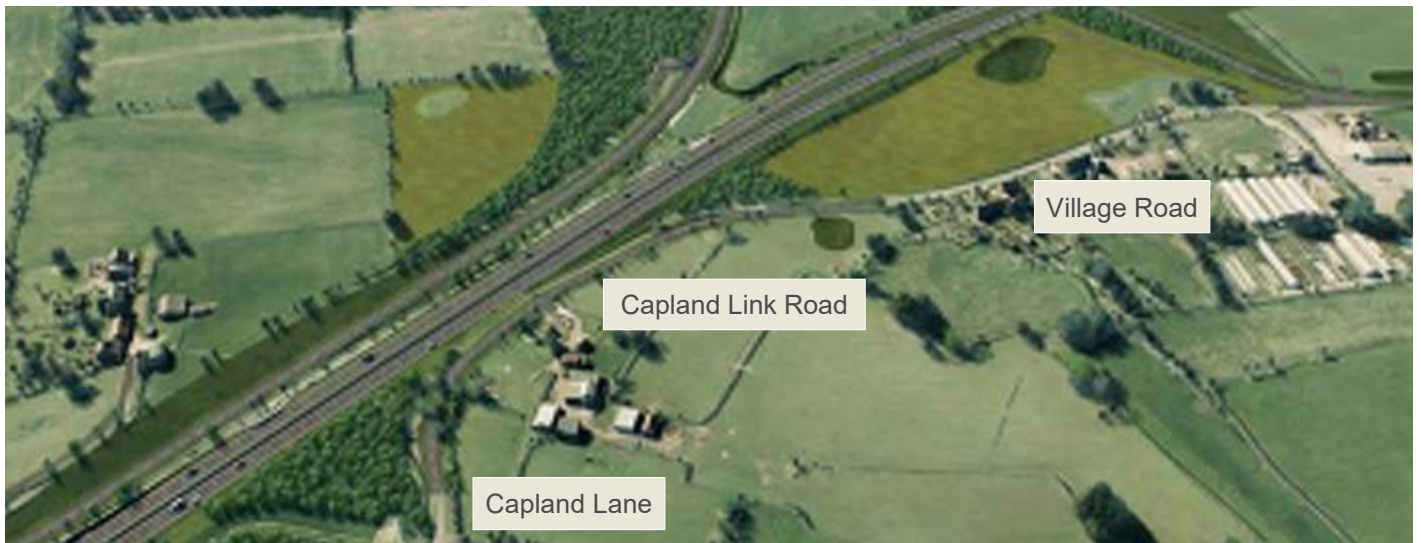
## Benefits and impacts

- Provides a more direct link from Hatch Beauchamp to Stewley.
- Improve access to local villages during incidences of flooding, which have temporarily closed Stock's Lane in two locations in the past.
- Moving the new Capland link road closer to the A358 reduces severance of farmland when compared with Option 1 that we previously consulted on.
- This change to the alignment of the road would also result in the demolition of a farm dwelling and also the loss of some agricultural land.
- The farm dwelling to be demolished is not a designated heritage asset but may be of local interest and would be recorded prior to demolition.
- Further ecological surveys would be needed on the farm dwelling to determine whether there would be any impact on protected species.

## Feedback

You can give your feedback on this change in question 1d of the *Feedback questionnaire*.

## Visualisation showing the proposed new Capland link looking west

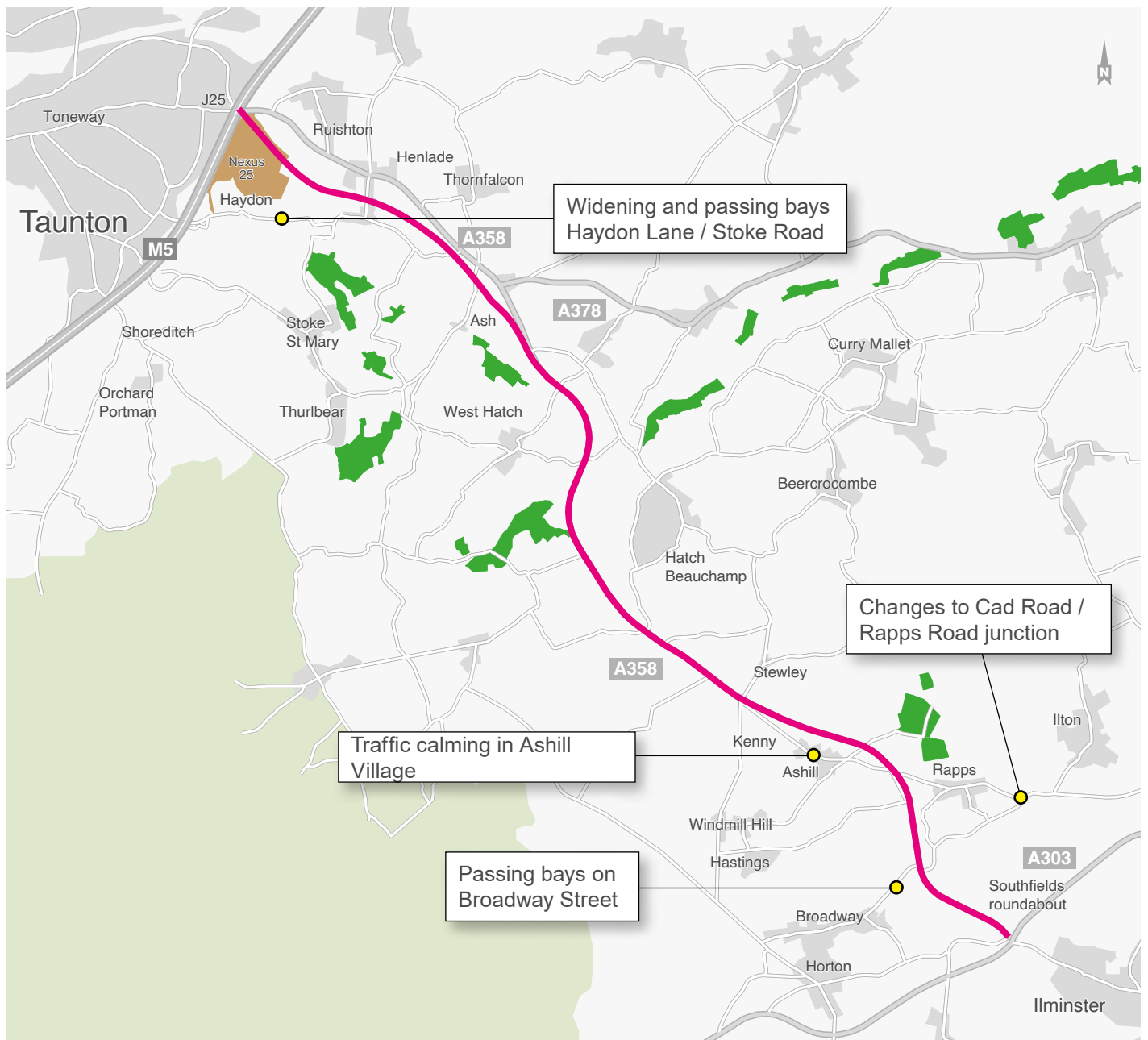


**Further information is available in our *Technical traffic note* and *Environmental note*.**



# Proposed works to some local roads

Following further traffic modelling, including assessment of the change in traffic flows on the local road network, and further discussion with Somerset County Council, the local highway authority for these roads, we are proposing changes to some of the existing local roads, which are outlined on the next page. These changes would improve safety, reduce congestion and ensure the road is suitable for motorised vehicles and for walkers, cyclists and horse-riders.



## Localised widening / passing bays on Haydon Lane and Stoke Road

Traffic volumes in Haydon Lane are high relative to the standard of road and it is used as a 'rat run' by drivers travelling between the A358 and southern parts of Taunton. It is also a popular route for cyclists and there are several public rights of way that join onto Haydon Lane.

We propose:

- New passing places in several locations along Haydon Lane.
- Some localised widening where the existing road narrows through a series of bends.
- Widening the carriageway along a section of Stoke Road through Lower Henlade on the northern side away from the properties on a bend.
- New public rights of way and diversions in the off-road network in the Lower Henlade area.

### Benefits and impacts

These proposals are designed to strike a balance between highway safety, environmental impact, impact on land and properties, maintaining the rural feel and not making the route more attractive to through traffic.

These changes:

- allow for vehicles to pass each other safely
- reduce risk of heavy traffic at peak times
- reduce the potential for conflict between motorised and non-motorised users

- reduce hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation – see pages 41 to 44 for details.

## Feedback

You can give your feedback on this change in question 1d of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## Traffic calming measures in Ashill village

The Old A358 through Ashill village is a lightly trafficked single carriageway road. This is a popular route with cyclists and would form part of our proposed new signposted cycle route that would run from the M5 junction 25 to Southfields roundabout. Feedback from our 2021 public consultation indicated concerns regarding safety due to the forecast increase in traffic.

We propose some changes which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.



## **Changes to Cad Road / Rapps Road junction**

We propose closing the existing Cad Road junction with the A358. Farm traffic looking to access the A358 from properties along Cad Road would do so via Cad Road, Rapps Road and the new grade separated Ashill junction. For this reason, we propose to widen the existing Cad Road / Rapps Road junction to cater for large agricultural vehicles turning left and to improve visibility at the junction.

## **Addition of passing bays on Broadway Street**

Broadway Street is currently the most direct link between the existing A358 and Broadway and is a popular route with cyclists. To accommodate the predicted small increase in traffic, we propose two new passing places on Broadway Street to allow larger vehicles travelling in opposite directions to pass each other at a few extra locations along the route. These would be additional to the passing places that already exist.

# Traffic flows and traffic modelling

Since public consultation, we have updated our traffic model to understand whether our proposed changes would affect how road users use and access both the A358 and the local road network.

Our updated assessment indicates that the impact on the local road network around the A358 corridor has not fundamentally changed since the proposals put forward in the public consultation in 2021. The impact of the scheme would be broadly neutral compared to a future situation



without the scheme in most locations. Increases in traffic flows would be focused predominantly around the access points at Mattock's Tree Green junction and Ashill junction. Some areas would also see a decrease in traffic flows.

## COVID-19

Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping. Traffic data shows that traffic levels have recovered to broadly typical levels. As of March 2022, overall traffic levels were back up to 97% of pre-COVID-19 levels (with goods vehicles at 110%).

## Visualisation showing the proposed new Jordans bridge looking north





## Find out more

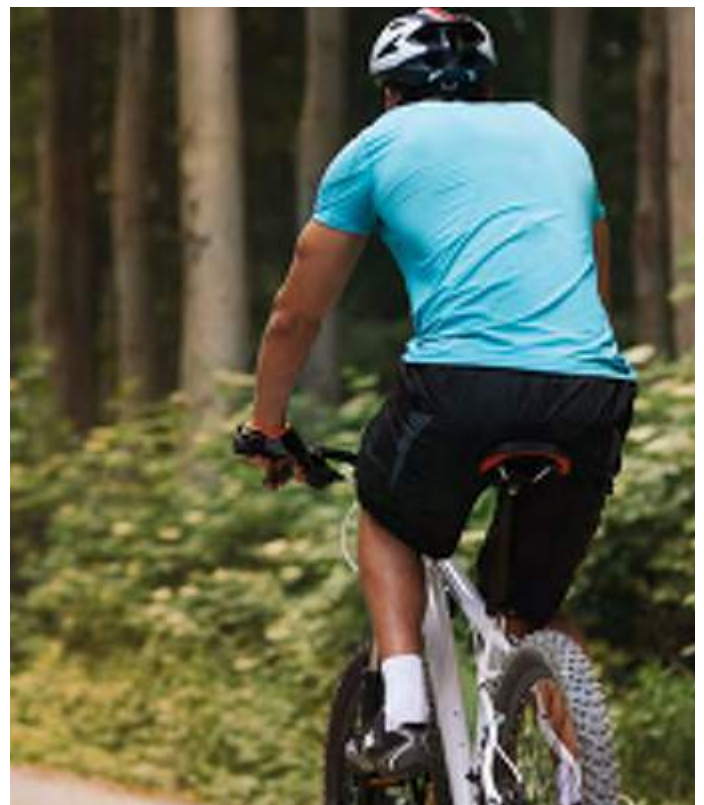
You can find more information about this updated traffic model and the proposals for how we would address any increase or decrease in traffic levels in our updated *Technical traffic note*.

# Walking, cycling and horse-riding including disabled users

## Jordans bridge

Between Ashill junction and Southfields roundabout, we previously proposed providing access for walkers, cyclists and horse-riders via the Ding bridge under the A358 to allow crossing of the A358. Following feedback that this creates a lengthy diversion for users, we have revised our proposals.

We would create a new link and bridge over the A358 for walkers, cyclists and horse-riders, which can also be used by local landowners for farm access. The walking, cycling and horse-riding route between Broadway Street link and the Old A358 at Horton Cross would be moved away from the A358 and raised up to the bridge. This provides a more direct and open route for walkers,



cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.

## **New restricted byway at Oldbroach Lane in Haydon**

We propose a new restricted byway at Oldbroach Lane in Haydon. This would ensure continuity of access to local walking, cycling and horse-riding routes. A new public right of way on the off-road network on Oldbroach Lane would allow users to avoid Haydon Lane and improve connectivity to the Nexus 25 junction and Stoke Road.

**A restricted byway is a road that allows a right of way for pedestrians, horse-riders, those leading a horse, cyclists and for any vehicles other than mechanically propelled vehicles.**

## New signalised junction including pedestrian and cyclist crossing on the A358 (west)

We propose a new signalised junction including a pedestrian and cyclist crossing on the existing A358 (west) close to Southfields roundabout. This would provide improved connections between Horton Cross and Ilminster and provide a link with the local foot/cycle network.

This signalised crossing would be incorporated within a new traffic signalised junction to the nearby service station which is required to allow for a widened three lane approach to Southfields roundabout to cater for future traffic growth.



## Feedback

You can give your feedback on these changes in question 2 of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

# Environment

The existing A358 is an ecologically diverse habitat corridor supporting a wide variety of protected species including badgers, bats, birds (including barn owls), dormice, great crested newts, otter, reptiles and water voles.

We carried out a significant number of additional ecological surveys in 2021. Following the results of these surveys and in response to feedback from the 2021 public consultation, we've amended our biodiversity mitigation to reflect the updated habitat and species data and to improve habitat function and connectivity within the wider landscape.

## Offsite mitigation areas

Following a review of consultation feedback and the results from further ecology surveys, we've identified a number of offsite areas for habitat creation. Areas of woodland planting and grassland creation or enhancement are proposed in eight locations, as shown in the plan below. The provision of offsite habitat allows for these areas to be established during main construction of the scheme, facilitating any translocation of animals that might be required as well as safeguarding them throughout the construction period and into the future.

## Hedgerow improvements

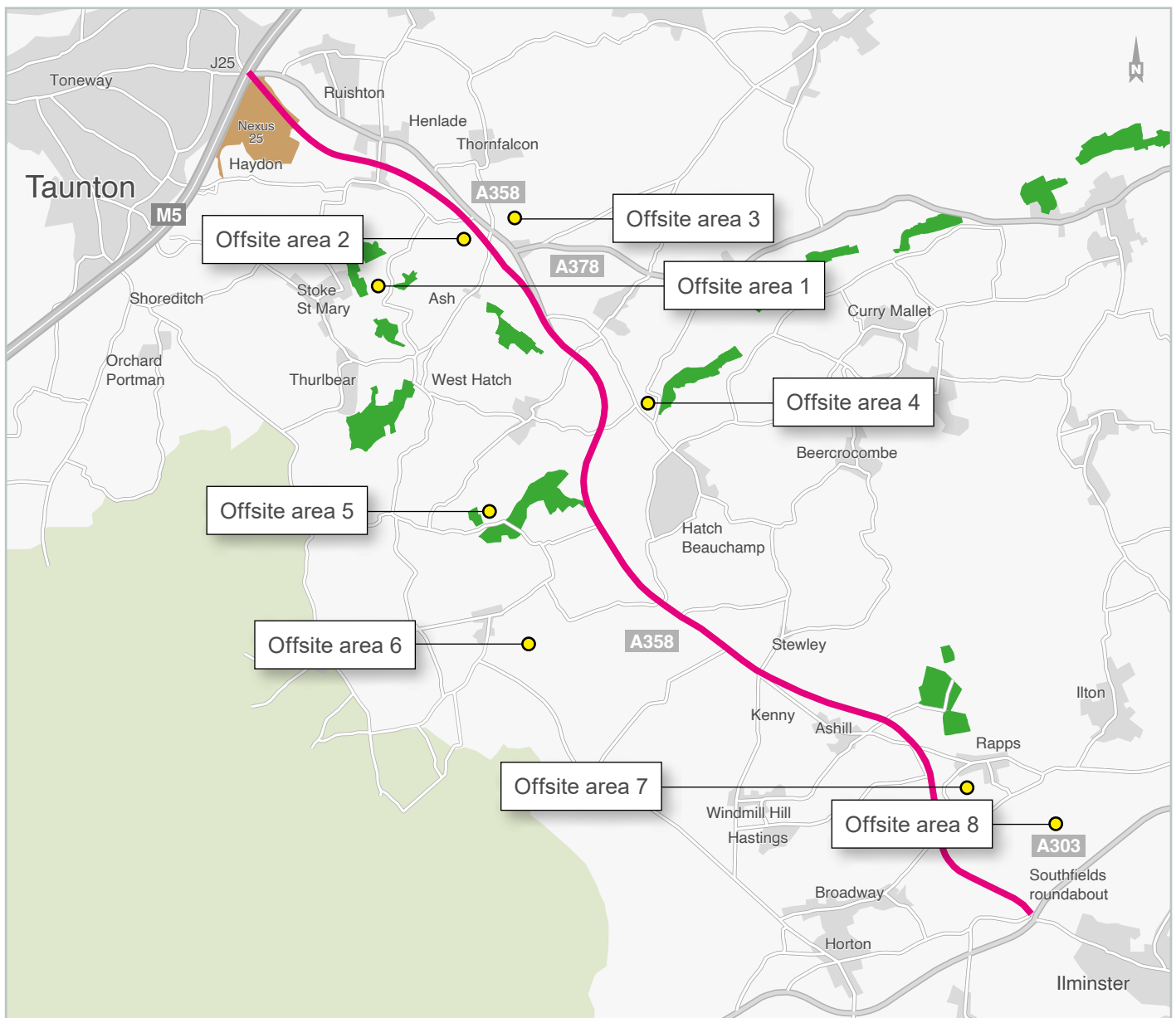
Ecology surveys carried out throughout 2021 have identified the presence of hazel dormice within hedgerows,



scrub and woodland habitat across the scheme and surrounding area.

To safeguard hazel dormice throughout construction and in the long term, our proposed mitigation area would focus on enhancing the existing hedgerow network, which is well-established, in addition to the creation of new hedgerows where feasible.

## Plan showing locations for offsite areas for habitat creation





These hedgerow improvements are proposed across the length of the scheme to connect areas of existing suitable habitat, which would also provide benefits to other species, including bats.

### **Woodland management**

During construction of the proposed scheme, hazel dormice would need to be relocated into areas of retained habitat whilst areas of new planting are establishing. Several areas of existing woodland have been identified across the scheme where the installation of dormouse boxes is proposed in addition to woodland management (as appropriate), such as coppicing to allow development of ground level vegetation.



## Find out more

You can find out more about environmental benefits, impacts and mitigation in our updated *Environmental note*. In addition, due to the significant number of additional ecological surveys, our updated *Baseline ecology survey reports* are available via our website.

## Feedback

You can give your feedback on these changes in question 3 of the *Feedback questionnaire*.

# New location for the main construction compound

At our previous consultation we proposed to locate the main construction compound for the scheme on the Nexus 25 development site. Following further design development work, we are now proposing to locate the main site compound near to Mattock's Tree Green junction.

We would install a new temporary bridge to the east of the existing A358 / A378 junction. This would allow a proportion of site traffic to access and leave the compound without need to travel on the public highway.

## Visualisation of main construction compound and temporary access bridge to the east of the existing A358 / A378 junction



The main access to the compound would be via the A378 north of Mattock's Tree Green junction. We would still need to use the existing A358 for some construction traffic and some side roads would still be required where the offline haul road does not provide access, however we would minimise this as much as possible.

We would carefully plan and manage our roadworks to ensure we maintain safety for the public and those working on site at all times.

## **Benefits and impacts**

- Temporary access bridge would reduce the volume of construction traffic using the public highway as far as reasonably practicable.
- Unlikely to result in any significant impacts on cultural heritage, however, additional archaeological surveys would be undertaken in this area.
- Would result in localised temporary and reversible changes to some landscape and visual receptors in this area.
- Proposal to screen local properties to mitigate increase in construction noise where possible.
- Would require additional agricultural land.

## **Feedback**

You can give your feedback on this change in question 4 of the *Feedback questionnaire*.



# Further information

We're continuing to look at how we would build the route in a way that would minimise disruption to local communities and traffic during construction.

As part of our Development Consent Order (DCO) application we will produce an environmental management plan for the construction of the route and a construction traffic management plan. This would be used to ensure we are closely engaging with communities during construction and that we are taking appropriate environmental mitigation measures throughout. There would be an opportunity for local residents to communicate any issues they may be concerned about throughout the DCO application and construction period.



# Other changes

Additional minor changes have also been made to the proposed preliminary design. These are the result of consultation feedback and feedback from local landholders, as well as our ongoing refinement of the design. These changes include:

- refinements to the alignment of roads
- minor changes to junction designs
- details of junctions and accesses that were not previously included in consultation
- smaller changes to walking, cycling, horse-riding and disabled user access
- changes to the location and extent of planting and habitat creation
- changes to landscape and noise mitigations
- changes to the red line boundary, which is the outlined area that is subject to DCO application for this project
- minor amendments to drainage design

More information on all changes since our 2021 public consultation can be found in our *Summary of changes booklet*.

These changes are not the focus of this consultation, but you can provide comments on these if you wish to. Please use question 5 of the *Feedback questionnaire*.

# Find out more



You can find out more about our proposed design changes in several ways:

- **Website and virtual exhibition room** – you can view the consultation materials and visit our virtual exhibition room via our website at:

[www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

- **Webinars** – you can join us at one of our webinars, where members of the project team will present proposals and answer your questions.

Webinar 1 – Wednesday 25 May 2022 – 12:30pm

Webinar 2 – Tuesday 7 June 2022 – 12:30pm

Webinar 3 – Thursday 9 June 2022 – 7:00pm

Webinar 4 – Tuesday 14 June 2022 – 7:00pm

- **Public consultation events** – you can speak to the project team and find out more about our plans in person at one of our events in the area. These events will take place at the times, dates and locations shown in the table below:

- **Telephone surgery** – you can book to arrange a call back with a member of the project team (subject to availability). You can book an appointment by emailing us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) or by calling 0300 123 5000.
  
- **Consultation documents** – all the consultation documents are available on our consultation website, which can be accessed via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields), including:
  - *Consultation booklet*
  - *Feedback questionnaire*
  - *Responding to feedback from 2021 public consultation*
  - *Summary of changes booklet*
  - *Technical traffic note*
  - *Environmental note*
  - *Plans and drawings*
  
- **Deposit locations and public information points** – details of where copies of all the consultation documents are available can be found on our website or by calling 0300 123 5000.



<b>Location</b>	<b>Date</b>	<b>Time</b>
<b>Monks Yard            (Conference Room)            Horton Cross Farm,            Horton Cross,            Ilminster,            Somerset,            TA19 9PT</b>	<b>Thursday 26            May 2022</b>	<b>11:00am –            8:00pm</b>
<b>Somerset County Cricket Club            The Cooper Associates            County Ground,            St. James Street,            Taunton,            Somerset,            TA1 1JT</b>	<b>Wednesday 8            June 2022</b>	<b>11:00am –            8:00pm</b>
<b>Taunton Racecourse            Orchard Portman,            Taunton, Somerset,            TA3 7BL</b>	<b>Saturday 11            June 2022</b>	<b>11:00am –            6:00pm</b>

# Give us your feedback

Your feedback on these design changes will help us to shape our proposals before we submit our DCO application.

Please send your feedback to us by **23:59 on Sunday 26 June 2022**. Responses received after this time may not be considered. You can:

- complete the feedback questionnaire online, which can be accessed via: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- email your response to: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- post your feedback to us at:  
FREEPOST A358 TAUNTON TO SOUTHFIELDS  
(the address must be written in capitals and you do not need a stamp)

You can pick up a feedback questionnaire from a public consultation event, deposit location or at an information point. You can also request a hard copy of the feedback questionnaire via the phone number or email address below.

If you have any further questions or would like to find out more, please contact us by:

- Telephone: **0300 123 5000**
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

## Next steps

Once the consultation has closed at **23:59 on Sunday 26 June 2022**, we will review all comments and suggestions that have been received during this period.

We will take time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures.

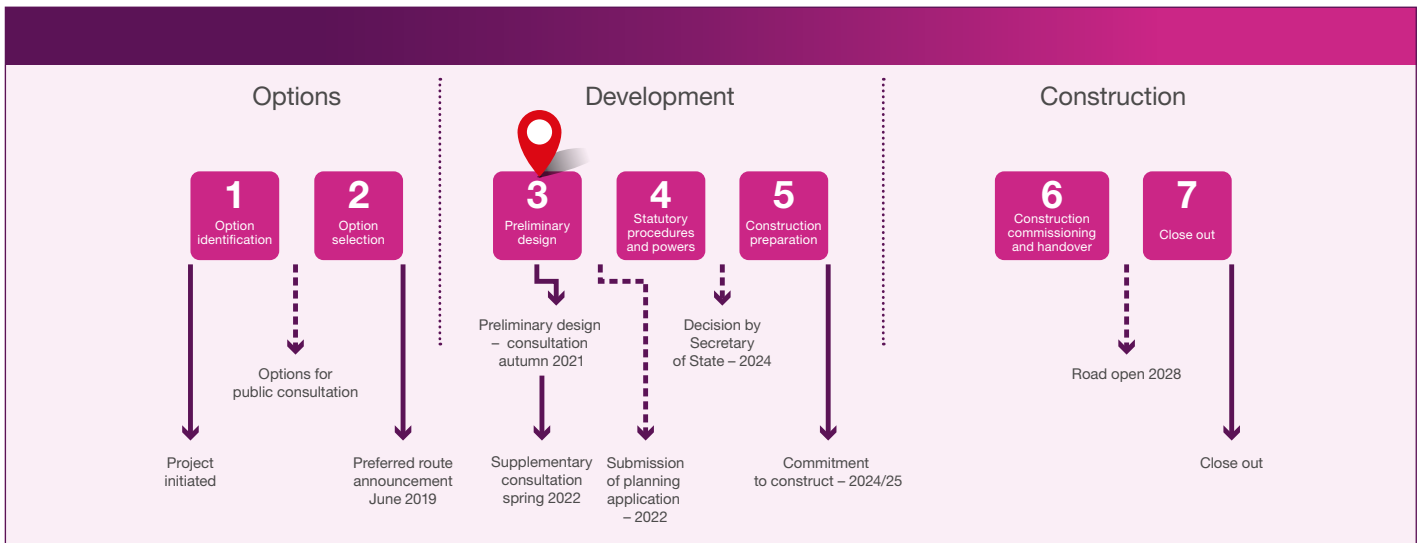
We will set out a summary of the responses to this and the previous public consultation in a consultation report, which will also describe how your feedback has shaped and influenced our proposals. This report will form part of our DCO application, the special type of planning permission needed for Nationally Significant Infrastructure Projects like this, and will be published following submission of our application. We expect to submit our DCO application later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representations and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead. This process is explained in the timeline below.

If granted by the Secretary of State, start of works on the A358 improvements is planned for 2024/25.

More information about the DCO process can be found on the Planning Inspectorate's website:

<https://infrastructure.planninginspectorate.gov.uk>



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## Appendix 7.19

### Copy of 2022 supplementary consultation feedback questionnaire

Sub -Appendix No.	Appendix Title
7.19a	Copy of 2022 supplementary consultation feedback questionnaire main booklet
7.19b	Copy of 2022 supplementary consultation feedback questionnaire large print

## Appendix 7.19a

### Copy of 2022 supplementary consultation feedback questionnaire main booklet

# A358

## **Taunton to Southfields Dualling Scheme**

Supplementary consultation  
feedback questionnaire

24 May – 26 June 2022





## Introduction

**You can use this questionnaire to let us know your views on our proposals for the A358 Taunton to Southfields Dualling Scheme.**

We recommend that you read it through first so that you can provide your comments in the appropriate sections. You can answer all the questions or just some of them, depending on the issues that are most important to you.

If you need more space to respond to any of the questions, please set out the rest of your response on separate sheets of paper. Remember to write down which question your comments relate to.

We have produced the following consultation documents to explain the project and the changes we have made since the 2021 public consultation:

- *Supplementary consultation booklet*
- *Responding to feedback from our 2021 public consultation*
- *Summary of changes booklet, Technical traffic note and Environmental note*

These documents, along with an online version of this feedback questionnaire, are available via the project website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

## How to submit your feedback questionnaire

**You can share your comments with us in a number of ways:**

**Online:** complete the online feedback questionnaire via:  
[www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

**By email:** email your questionnaire to:  
[A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

**By post:** post your questionnaire to **FREEPOST A358 TAUNTON TO SOUTHFIELDS**  
Note: the address must be written in capital letters and you do not need a stamp.

**In person (at public information events):** fill in and submit a paper feedback questionnaire at one of our public information events, details of which can be found on our website.

Please only use these methods because we cannot guarantee that feedback sent to any other address will be included in our analysis and reporting.

Please send your feedback by **23:59 on Sunday 26 June 2022** as responses received after consultation closes may not be considered. Thank you for taking the time to let us know your views.

## How your feedback will be used

We will take time to consider your feedback when making further refinements to our proposed preliminary design and developing our planned mitigation measures. We will set out a summary of the responses that you have given us in a consultation report, with details on how your feedback has shaped and influenced the proposals. This report will form part of our Development Consent Order (DCO) application and will be published following submission of our application. We expect to submit our DCO application later in 2022 and, if it is granted, start work in 2024/25.

## About you

Please tell us your name, address and email. This information is optional but will enable us to update you on the outcome of the consultation and the next stages for this project. If you do not want to provide these details, please provide us with your postcode for the purpose of analysis.

Name:	
Postal address:	
Postcode:	
Email:	

Please let us know if you would like to be kept up to date on the project by email? **Yes**  **No**

Are you an affected landholder? **Yes**  **No**

Are you responding on behalf of an organisation? **Yes**  **No**   
If yes, which organisation?

How did you find out about the consultation? Please tick all that apply:

- Direct mail to your home/business
- A358 Taunton to Southfields webpage
- An email alert from National Highways
- Local press
- From other organisations
- National Highways Facebook
- National Highways Twitter
- Facebook advert
- Twitter advert
- LinkedIn
- Word of mouth
- Other, please state below





## What we are consulting on

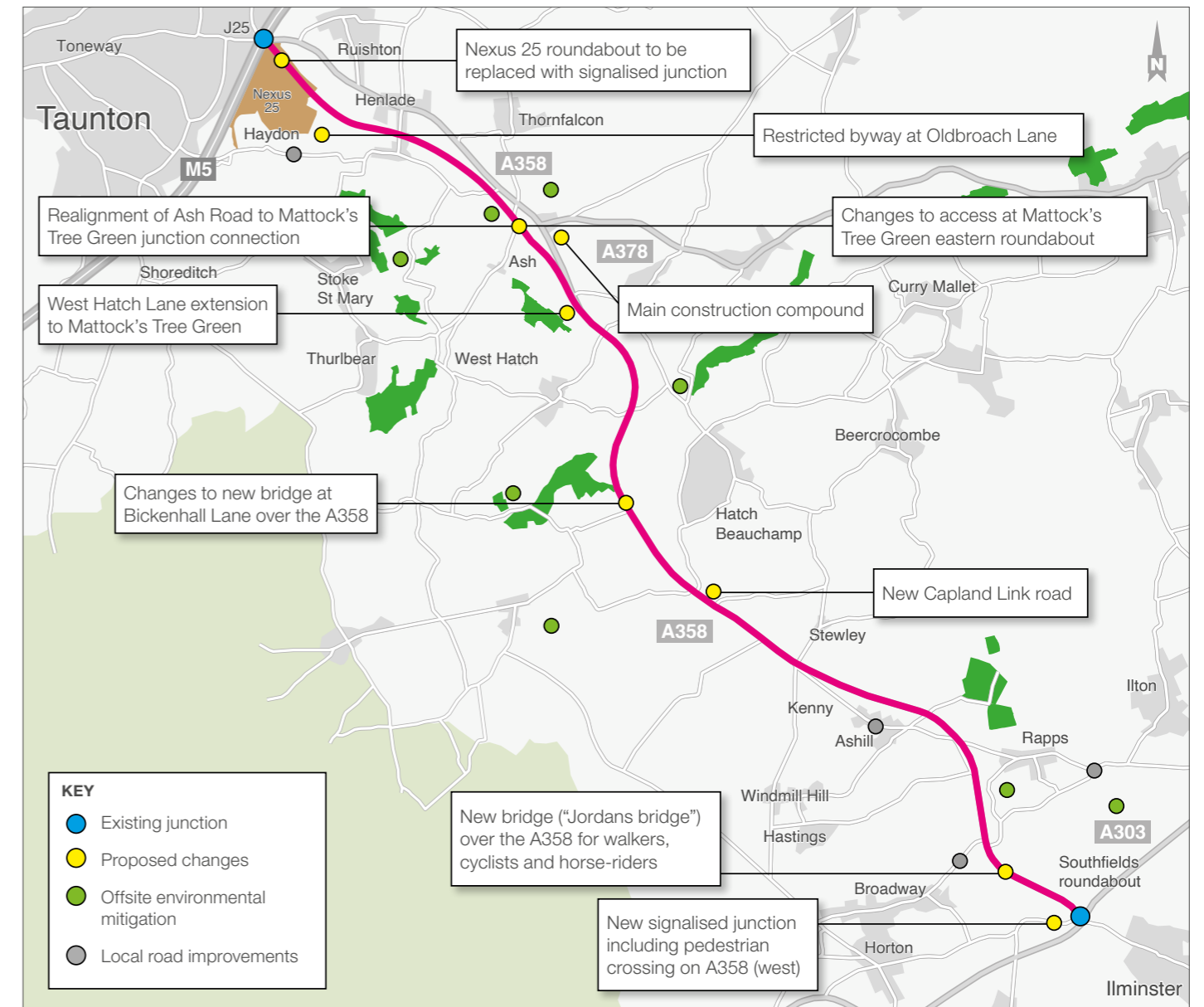
In response to feedback to our 2021 public consultation and ongoing development of the project, we have made some changes to our preliminary design. We want to know what you think about some of these changes. These changes to our proposed design are described in our *Consultation booklet*.

If you submitted a response to our public consultation in 2021 you do not need to resubmit your feedback as part of this consultation, unless you have something new to add in light of the new information that's being shared.

### The changes that we are seeking feedback on sit in the following broad categories:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

Other smaller changes have been made following the 2021 consultation. All changes made since the 2021 public consultation are outlined in our *Summary of changes booklet*. These smaller changes are not the focus of this consultation, but you can comment on them if you wish to.



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## 1 Transport, traffic flows and access

### 1a) Nexus 25 signalised junction

Please let us know what you think about our proposal to remove the Nexus 25 roundabout and replace it with a signalised junction. More information can be found on pages 10 to 11 of the *Consultation booklet*.

Please let us know your response to 1a

### 1b) Mattock's Tree Green eastern roundabout, Ash Road and West Hatch Lane

Please let us know what you think about our proposals for Mattock's Tree Green junction. The proposed changes are:

- create a new connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378
- realign the Ash Road to Mattock's Tree Green junction connection
- West Hatch Lane extension to Mattock's Tree Green junction

More information can be found on pages 12 to 17 of the *Consultation booklet*.

Please let us know your response to 1b

### 1c) Bridge at Bickenhall Lane

Please let us know what you think about our proposal to move the new bridge at Bickenhall Lane further south and to restrict the bridge to walkers, cyclists and horse-riders, including disabled users and local landholder access. More information can be found on pages 18 to 19 of the *Consultation booklet*.

Please let us know your response to 1c

### 1d) New Capland link

Please let us know what you think about our proposal for the new connecting link road between Capland Lane and Village Road. More information can be found on page 20 of the *Consultation booklet*.

Please let us know your response to 1d

### 1e) Proposed works to some local roads

Please let us know what you think about our proposed changes to some local roads. These changes are:

- localised widening / passing bays on Haydon Lane and Stoke Road
- addition of passing bays on Broadway Street
- traffic calming measures in Ashill village
- changes to Cad Road / Rapps Road junction

More information can be found on pages 21 to 22 of the *Consultation booklet*.

Please let us know your response to 1e

### 2 Walking, cycling, horse-riding and disabled user access

Please let us know what you think about our proposed changes for walkers, cyclists and horse-riders, including disabled users. These changes are:

- Jordans bridge
- new restricted byway at Oldbroach Lane
- new signalised junction including a pedestrian and cyclist crossing on the A358 (west) close to Southfields roundabout

More information can be found on pages 24 to 25 of the *Consultation booklet*.

Please let us know your response to 2

### 3 Environmental mitigation

Please let us know what you think about our proposed changes for environmental mitigation.

These changes are:

- offsite areas for habitat creation
- hedgerow improvements proposed across the length of the scheme to connect up areas of existing suitable habitat

More information can be found on pages 26 to 27 of the *Consultation booklet*.

Please let us know your response to 3

### 4 Location of the main construction compound

Please let us know what you think about our proposals for the new location for the main construction compound. More information can be found on page 28 of the *Consultation booklet*.

Please let us know your response to 4

## 5 General comments

Additional smaller changes have also been made to the proposed preliminary design. These smaller changes are not the main focus of this consultation, but if you have any comments you'd like to share about these, or other general comments, please provide them here. More information on these changes can be found in the *Summary of changes booklet*.

It is important that you submit your feedback by **23:59 on Sunday 26 June 2022**. Feedback received after this time may not be considered.

## Data protection

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored. National Highways adheres to the government's consultation principles, the Planning Act 2008 as required, and may collect personal data to help shape development of highways schemes. Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing. You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@nationalhighways.co.uk](mailto:DataProtectionAdvice@nationalhighways.co.uk)



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## Appendix 7.19b

# Copy of 2022 supplementary consultation feedback questionnaire large print

# A358

**Taunton to Southfields  
Dualling Scheme**  
Supplementary consultation  
feedback questionnaire  
24 May – 26 June 2022





# Introduction

**You can use this questionnaire to let us know your views on our proposals for the A358 Taunton to Southfields Dualling Scheme.**

We recommend that you read it through first so that you can provide your comments in the appropriate sections. You can answer all the questions or just some of them, depending on the issues that are most important to you.

If you need more space to respond to any of the questions, please set out the rest of your response on separate sheets of paper. Remember to write down which question your comments relate to.

We have produced the following consultation documents to explain the project and the changes we have made since the 2021 public consultation:

- *Supplementary consultation booklet*
- *Responding to feedback from our 2021 public consultation*
- *Summary of changes booklet, Technical traffic note and Environmental note*

These documents, along with an online version of this feedback questionnaire, are available via the project website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

# How to submit your feedback questionnaire

You can share your comments with us in a number of ways:

**Online:** complete the online feedback questionnaire via: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

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Note: the address must be written in capital letters and you do not need a stamp.

**In person (at public information events):** fill in and submit a paper feedback questionnaire at one of our public information events, details of which can be found on our website.

Please only use these methods because we cannot guarantee that feedback sent to any other address will be included in our analysis and reporting.

Please send your feedback by **23:59 on Sunday 26 June 2022** as responses received after consultation closes may not be considered. Thank you for taking the time to let us know your views.

# How your feedback will be used

We will take time to consider your feedback when making further refinements to our proposed preliminary design and developing our planned mitigation measures. We will set out a summary of the responses that you have given us in a consultation report, with details on how your feedback has shaped and influenced the proposals. This report will form part of our Development Consent Order (DCO) application and will be published following submission of our application. We expect to submit our DCO application later in 2022 and, if it is granted, start work in 2024/25.

## About you

Please tell us your name, address and email. This information is optional but will enable us to update you on the outcome of the consultation and the next stages for this project. If you do not want to provide these details, please provide us with your postcode for the purpose of analysis.

Name:	
Postal address:	
Postcode:	
Email:	

Please let us know if you would like to be kept up to date on the project by email? <b>Yes</b> <input type="checkbox"/> <b>No</b> <input type="checkbox"/>
--

Are you an affected landholder? <b>Yes</b> <input type="checkbox"/> <b>No</b> <input type="checkbox"/>
--

Are you responding on behalf of an organisation? **Yes**  **No**   
If yes, which organisation?

How did you find out about the consultation? Please tick all that apply:

- Direct mail to your home/business
- A358 Taunton to Southfields webpage
- An email alert from National Highways
- Local press
- From other organisations
- National Highways Facebook
- National Highways Twitter
- Facebook advert
- Twitter advert
- LinkedIn
- Word of mouth
- Other, please state below

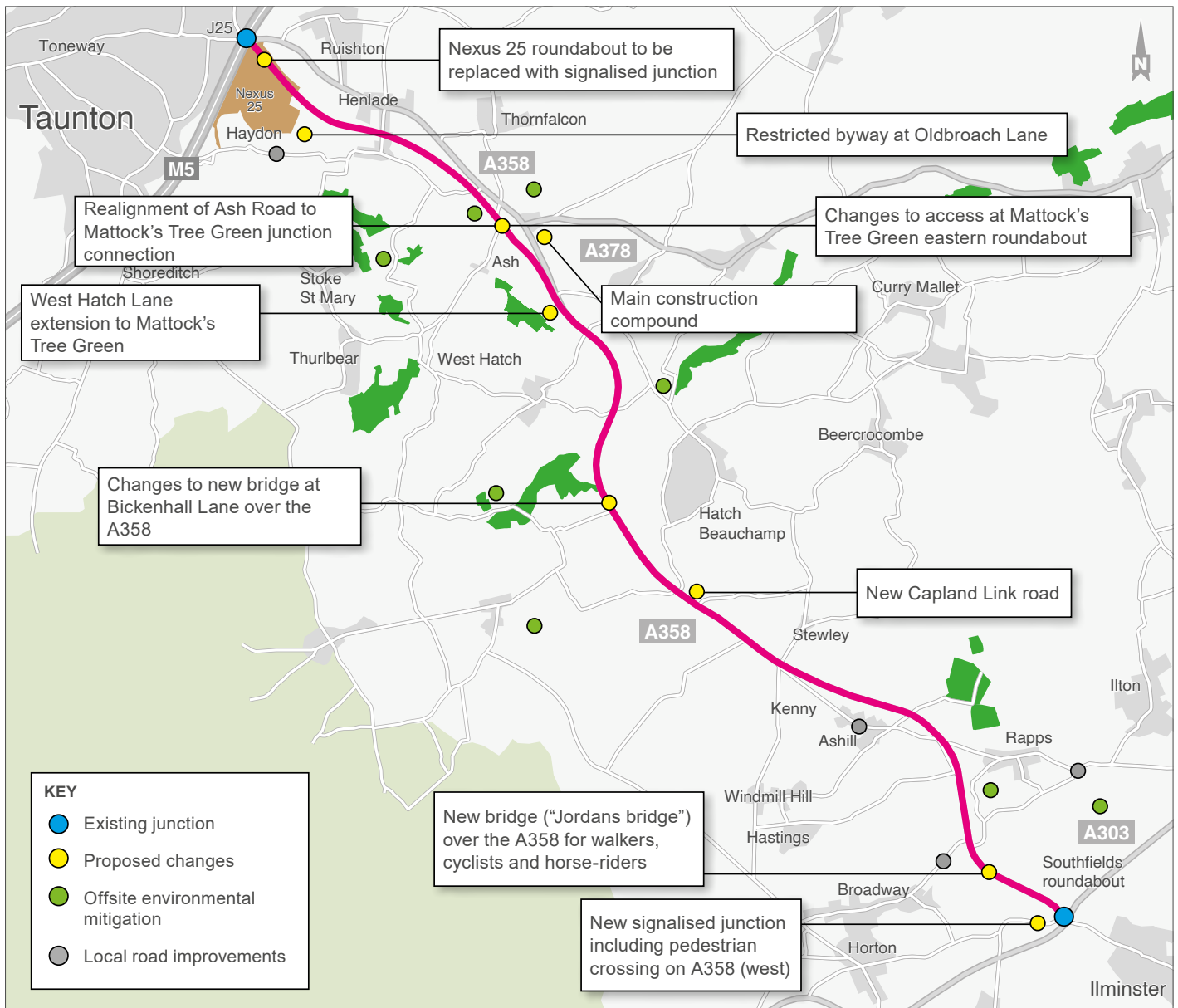




# What we are consulting on

In response to feedback to our 2021 public consultation and ongoing development of the project, we have made some changes to our preliminary design. We want to know what you think about some of these changes. These changes to our proposed design are described in our *Consultation booklet*.

If you submitted a response to our public consultation in 2021 you do not need to resubmit your feedback as part of this consultation, unless you have something new to add in light of the new information that's being shared.



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## The changes that we are seeking feedback on sit in the following broad categories:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

Other smaller changes have been made following the 2021 consultation. All changes made since the 2021 public consultation are outlined in our *Summary of changes booklet*. These smaller changes are not the focus of this consultation, but you can comment on them if you wish to.

### 1 Transport, traffic flows and access

#### 1a) Nexus 25 signalised junction

Please let us know what you think about our proposal to remove the Nexus 25 roundabout and replace it with a signalised junction. More information can be found on pages 14 to 16 of the *Consultation booklet*.

Please let us know your response to 1a



## **1b) Mattock's Tree Green eastern roundabout, Ash Road and West Hatch Lane**

Please let us know what you think about our proposals for Mattock's Tree Green junction. The proposed changes are:

- create a new connection at Mattock's Tree Green eastern roundabout and a new signalised crossing for walkers, cyclists and horse-riders on the A378
- realign the Ash Road to Mattock's Tree Green junction connection
- West Hatch Lane extension to Mattock's Tree Green junction

More information can be found on pages 20 to 25 of the *Consultation booklet*.

Please let us know your response to 1b



### **1c) Bridge at Bickenhall Lane**

Please let us know what you think about our proposal to move the new bridge at Bickenhall Lane further south and to restrict the bridge to walkers, cyclists and horse-riders, including disabled users and local landholder access.

More information can be found on pages 26 to 28 of the *Consultation booklet*.

Please let us know your response to 1c

## 1d) New Capland link

Please let us know what you think about our proposal for the new connecting link road between Capland Lane and Village Road. More information can be found on pages 29 to 31 of the *Consultation booklet*.

Please let us know your response to 1d

## **1e) Proposed works to some local roads**

Please let us know what you think about our proposed changes to some local roads. These changes are:

- localised widening / passing bays on Haydon Lane and Stoke Road
- addition of passing bays on Broadway Street
- traffic calming measures in Ashill village
- changes to Cad Road / Rapps Road junction

More information can be found on pages 32 to 34 of the *Consultation booklet*.

Please let us know your response to 1e

## 2 Walking, cycling, horse-riding and disabled user access

Please let us know what you think about our proposed changes for walkers, cyclists and horse-riders, including disabled users. These changes are:

- Jordans bridge
- new restricted byway at Oldbroach Lane
- new signalised junction including a pedestrian and cyclist crossing on the A358 (west) close to Southfields roundabout

More information can be found on pages 38 to 40 of the *Consultation booklet*.

Please let us know your response to 2

### 3 Environmental mitigation

Please let us know what you think about our proposed changes for environmental mitigation. These changes are:

- offsite areas for habitat creation
- hedgerow improvements proposed across the length of the scheme to connect up areas of existing suitable habitat

More information can be found on pages 41 to 44 of the *Consultation booklet*.

Please let us know your response to 3

## 4 Location of the main construction compound

Please let us know what you think about our proposals for the new location for the main construction compound.

More information can be found on pages 45 and 46 of the *Consultation booklet*.

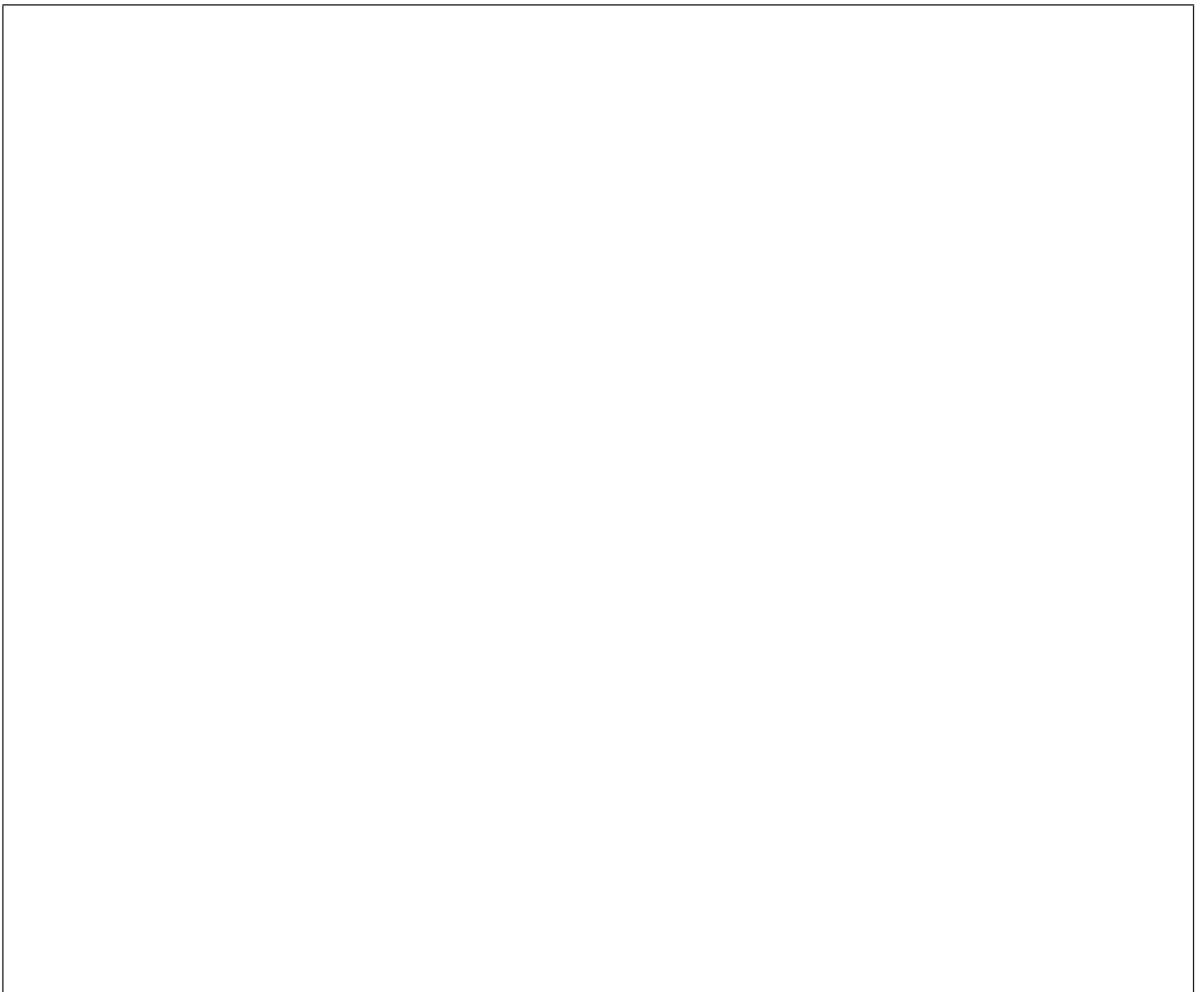
Please let us know your response to 4

## 5 General comments

Additional smaller changes have also been made to the proposed preliminary design.

These smaller changes are not the main focus of this consultation, but if you have any comments you'd like to share about these, or other general comments, please provide them here.

More information on these changes can be found in the Summary of changes booklet.



It is important that you submit your feedback by **23:59 on Sunday 26 June 2022.**

Feedback received after this time may not be considered.



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## Appendix 7.20

### Copy of 2022 supplementary consultation responding to responses from 2021 booklet

Sub -Appendix No.	Appendix Title
7.20a	Copy of 2022 supplementary consultation feedback questionnaire main booklet
7.20b	Copy of 2022 supplementary consultation feedback questionnaire large print

## Appendix 7.20a

### Copy of 2022 supplementary consultation 'Responding to feedback from 2021 public consultation' booklet

A358

**Taunton to Southfields  
Dualling Scheme**

Responding to feedback from  
2021 public consultation







## Purpose of document

**This booklet summarises how we have used the feedback we received during the public consultation in autumn 2021 to shape our plans for the A358 Taunton to Southfields Dualling Scheme. It also outlines how these plans have helped to refine the preliminary design changes that we want to receive feedback on in our supplementary consultation in 2022.**

We recommend that you read this document alongside the following:

- *Supplementary consultation booklet*
- *Supplementary consultation feedback questionnaire*
- *Summary of changes booklet, Technical traffic note and Environmental note*
- *Public consultation summary report*
- All documents are available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)



## Introduction

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

We've been developing plans to improve the A358 between Taunton and Southfields roundabout, near Ilminster, since late 2014 when it was announced as part of the Department for Transport's first Road Investment Strategy (RIS).

We are proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality, high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

The A358 Taunton to Southfields Dualling Scheme is intended to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West. This project is one of several improvements on the A303 and A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond.



## Developing proposals

We held a public consultation in October and November 2021 where we asked for feedback on our preliminary design of the preferred route. We received more than 2,000 visits to our consultation website, more than 800 attendees at our in-person and digital consultation events and more 900 responses to consultation.

We have considered every consultation response received and have been carrying out additional traffic modelling and environmental assessments to refine the preliminary design. The key milestones to date are shown below.



**December 2014** – Project announced

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**2015 to 2017** – Options identified

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**March – July 2017** – First options consultation

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**January – February 2018** – Second options consultation

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**June 2019** – Preferred route announced

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**October – November 2021** – Statutory consultation

In this booklet we provide a summary of consultation feedback and how that has continued to shape our proposals. You will find signposts to specific changes that we are seeking further feedback on through our supplementary consultation - which is taking place between **24 May and 26 June 2022** - and to where you can find more information about other changes we have made.

You can read more about how we carried out the 2021 consultation in our *Public consultation summary report* which is available on our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

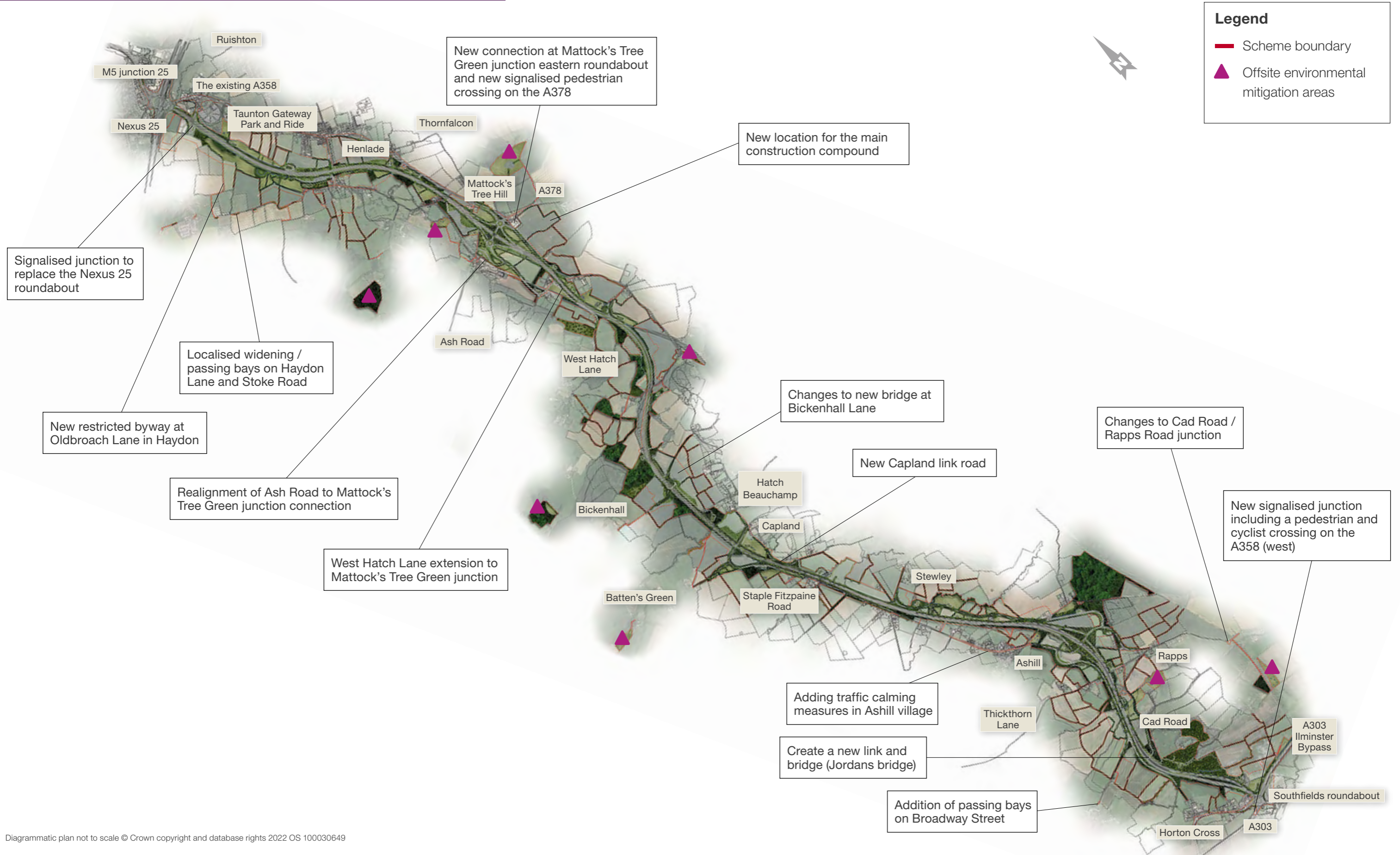
We will provide more detailed responses to the 2021 public consultation and the 2022 supplementary consultation in a consultation report, which will describe how your feedback has shaped and influenced our proposals. This report will form part of our Development Consent Order (DCO) application which we plan to submit later in 2022.





# Our revised proposals

This map summarises some of the improvements we've made since public consultation in 2021



Diagrammatic plan not to scale © Crown copyright and database rights 2022 OS 100030649



## Principle of development

### What you told us

Many of you supported our proposals for the new A358, stating that the upgrade is essential and needs to happen as soon as possible. Some of you suggested that rather than dualling the whole route, only some junctions or sections of the route need to be upgraded, for example upgrades or changes should only happen at Southfields roundabout, Nexus 25 roundabout or a Henlade Bypass. Others expressed the view that the scheme is not needed at all and is a waste of money.

### Our response

Consultation responses demonstrate that local councils, businesses and many local residents and communities agree that upgrading the rest of the A303/A358 corridor to dual carriageway would reduce traffic congestion in local villages and help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

The road between Taunton and Southfields roundabout is a mixture of single and dual carriageway road and traffic regularly exceeds the capacity that the existing road was designed for. Many local roads join directly onto the A358. Having traffic joining a fast-moving carriageway and a slow-moving carriageway in Henlade impacts the safety and performance of the route by interrupting the flow of traffic and has the potential to create incidents.

Due to traffic congestion many road users avoid the main A358 by diverting onto smaller local roads, which then increases the level of traffic in surrounding villages. The congestion also impacts on air quality. Upgrading only specific junctions or sections of the route would not address these issues.

By creating a high-quality, high-performing dual carriageway and enhancing access onto the existing A358 via improved junctions, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

The A358 Taunton to Southfields Dualling Scheme has been identified as a strategic route and is part of the government's second RIS, which identifies parts of the road network that need upgrading to improve safety, connectivity and reliability for its users.

The scheme has also been assessed through a business case appraisal to ensure it represents value for money to taxpayers and delivers a return on investment.

Further details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, will be set out in the Combined Modelling and Appraisal Report (ComMA) which will be submitted with the DCO application. You can also find out more in our A358/A303 corridor feasibility study which was published in 2015 and is available at [www.gov.uk/government/publications/a303-a358-and-a30-corridor-feasibility-study-overview](http://www.gov.uk/government/publications/a303-a358-and-a30-corridor-feasibility-study-overview)



### What you told us

Some of you expressed the view that the upgrade is no longer needed due to the impacts of the coronavirus pandemic on traffic needs.

### Our response

Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping.

Traffic data shows that traffic levels have recovered to broadly typical levels on the A358. As of March 2022, overall traffic levels were back up to 97% of pre-pandemic levels (with goods vehicles at 110%).

Traffic volumes are forecast to increase in the area as a result of factors such as population and employment growth, therefore the traffic issues are projected to get worse if this section of the A358 is not upgraded.



### What you told us

Some of you suggested that improving public transport would be a better solution to reduce congestion from the number of vehicles using the route rather than dualling it.

### Our response

We assessed alternative modes of transport and forecast rates of public transport use during the options appraisal stage for the scheme. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not reduce the number of cars and goods vehicles wishing

to use the route and would not eliminate the problems identified along the A303/A358 corridor.

National Highways continues to look for ways to improve how the road network operates. One such approach is our work with partners to implement demand management measures where these may reduce congestion, improve vehicle efficiency, support a switch to public transport and promote walking and cycling. Currently we are piloting a number of measures in different parts of the country and those which deliver the expected benefits will then be applied more widely across the network.





## Design

We received lots of comments about the design of the scheme. Whilst many of you supported our design proposals, and felt it was a good solution to address the traffic problems, others felt further improvements could be made.

## Road standards

### What you told us

Some of you queried the roads standards for the route. You were concerned that this might be designed to expressway or motorway standard, stating that the design we were presenting at our 2021 public consultation was too complex and that a dual carriageway would provide a better solution.

### Our response

We are committed to delivering a high-quality and high-performing dual carriageway, not an expressway or a motorway. This commitment is set out in National Highways' *Delivery plan 2020-2025*, available at [www.nationalhighways.co.uk/delivery-plan](http://www.nationalhighways.co.uk/delivery-plan). In the first RIS, the government set out its intention to create a

new expressway corridor into the region. Over time the direction has changed and the term has since been superseded in reference to the A303/A358 corridor and we are committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor between the south-east and the south-west.

One of the design principles of an expressway is that it prohibits the use of farm vehicles. We are mindful of the rural nature of the area and understand the complexity of local traffic needing to access a strategic route. We are applying a set of standards that would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.

Through our design of the scheme, we are committed to a set of principles to ensure we are enhancing safety for all users. A guiding principle for our design is that having traffic joining a fast-moving dual carriageway causes disruption to the flow of traffic impacting safety and performance of the route.



Proposed changes at Mattock's Tree Green junction





## Junction design – M5 junction 25 and Nexus 25

### What you told us

You were concerned that our proposed design at M5 junction 25 would not accommodate the forecast increase in traffic. Some of you felt that the Nexus 25 roundabout needs to be enlarged while others raised concerns that the roundabout at Nexus 25 would not be safe for pedestrians, cyclists, horse-riders and disabled users.

### Our response

The improvements we are proposing to the M5 junction 25 have been designed to complement Somerset County Council's improvements which were completed in 2021. Our traffic modelling shows that the M5 junction 25 would operate within its capacity when the scheme is built.

At the Nexus 25 junction - the existing junction that will connect to the future Nexus 25 employment site - we previously proposed enlarging the existing roundabout to provide adequate capacity for the predicted traffic flows including those linked to M5 junction 25 to improve overall performance.

Following further traffic modelling and design development, we propose replacing the roundabout with a signalised junction to make the crossing more accessible to pedestrians, walkers, cyclists, horse-riders and disabled users and allow more control over traffic movements. Our traffic modelling shows that this junction would operate within its capacity.

**We're currently consulting on proposed design changes at the Nexus 25 junction. To find out more, please see pages 10 to 11 of the *Consultation booklet*.**

## Junction design – Mattock's Tree Green and Ashill

### What you told us

You raised concerns about the scale of the proposed Mattock's Tree Green and Ashill junctions, stating that these were unnecessary and not suited to the rural setting.

### Our response

We are delivering a high-quality and high-performing dual carriageway along the A303/A358 corridor. The size and scale of the junctions are in line with the standards needed for this type of dual carriageway and appropriate to providing a connection between two A-roads – the A358 Taunton to Southfields roundabout and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way.

Following further traffic modelling, we're proposing several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp, provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units, and aim to reduce rat running on local roads.



**We're currently consulting on the design changes at Mattock's Tree Green junction. To find out more, please see pages 12 to 17 of the *Consultation booklet*.**

## Junction design – access to Taunton Gateway Park and Ride

### What you told us

Some of you were concerned about whether the new junction layouts would impact how to access the Taunton Gateway Park and Ride.

### Our response

Access to Taunton Gateway Park and Ride would not be possible from the Nexus 25 junction. This is consistent with the existing arrangements.

For road users travelling from the west, access to the Park and Ride would be via the existing A358 off M5 junction 25. For road users travelling from the east, access to the Park and Ride would be via the Mattock's Tree Green junction and the existing A358 through Henlade.







## Southfields roundabout

### What you told us

Some of you supported our proposed improvements at Southfields roundabout. Others wanted to see further upgrades, including a larger, grade-separated lane and a flyover to reduce congestion at the existing junction.

### Our response

We have included several proposed upgrades to Southfields roundabout as part of this project to reduce congestion and improve access to and around the roundabout.

Our proposals include:

- a dedicated left turn lane between the A358 and the A303 eastbound
- widening of the A303 eastbound exit onto the Ilminster Bypass
- widening the A303 westbound entry from the roundabout towards Honiton
- widening the A358 entry from Horton Cross
- improving the signage and road markings

Although not part of the A358 Taunton to Southfields Dualling Scheme, the roundabout at Southfields has been included in the scope for the A303 South Petherton to Southfields scheme 'A303 Phase 2 upgrade' Road Investment Strategy 3 (RIS3) pipeline schemes for initial options development. The pipeline of possible future schemes for RIS3 is not committed for delivery, but initial options development work will help to inform the government's investment decisions for RIS3 (2025-2030) and beyond.

For more information on the RIS3 pipeline of schemes see: [www.nationalhighways.co.uk/our-work/pipeline-of-possible-future-schemes](http://www.nationalhighways.co.uk/our-work/pipeline-of-possible-future-schemes)





# Local journeys, traffic flows and modelling

## Local road network and local villages

### What you told us

Some of you felt that our proposals would help to reduce traffic and congestion in the area, while others were concerned this would increase rat running and the volume of traffic on some local roads. You were concerned about the impacts on local villages, in particular Ashill, Hatch Beauchamp and Henlade. Some of you requested traffic-calming measures across the local road network and others wanted more access onto the upgraded A358, to and from local roads and villages, including wanting to see more slip roads along the route.

### Our response

We have carried out traffic modelling throughout the development phase of the scheme to inform its design and to understand its likely effects on traffic on local roads.

Our proposals are designed to improve safety and performance of the route. By reducing congestion and improving reliability, this would encourage traffic to stay on the main A358 route and therefore reduce traffic using the local road network to cut through most neighbouring communities.

Following a review of consultation feedback, further traffic modelling and ongoing design development have been undertaken. We have identified opportunities to make further changes to the preliminary design which would reduce rat running along with proposed changes to some local roads, such as traffic-calming measures and the introduction of passing bays.

Our updated *Technical traffic note* provides further detail about traffic flows, journey times, routing and measures to mitigate rat running on the local road network.

As part of our review of our proposed junction design and managing local access onto the upgraded A358 from local roads and villages, we have had to consider our commitment to delivering a high-quality and high-performing dual carriageway and ensuring that the scheme meets the highest safety and performance standards for all users. These safety standards have informed our design on the layout of junctions and access points across the route.

A guiding principle when considering junction design layout is having traffic joining a fast-moving dual carriageway causes disruptions to the flow of traffic, impacting safety and performance of the route. As part of the preliminary design we have identified two junctions, one at Mattock's Tree Green and the other at Ashill. These new junctions deliver a safe route whilst still providing access to the local road network.



We're currently consulting on a number of design changes. To find out more, please see our *Consultation booklet*.

Our design also takes into account traffic demand, environmental impacts, the rural nature of the area and the complexity of local traffic needing to access a strategic route, as well as ensuring that we build a strategic road that delivers value for money. Our proposals would improve safety, reduce congestion, improve journey times and reduce rat running on a number of local roads.

We've considered additional slip roads and our assessments show a number of adverse impacts on the environment, and in particular, local ecology.

Additional slip roads could also impact the proposed offline cycle route, making it less direct and creating further conflict points with vehicles, particularly where high speed traffic exits from the A358 to join Ashill Road or Village Road. Our modelling also shows very low traffic demand on additional slip roads meaning that, in addition to the adverse impacts, they would also offer poor value for money.

## Local journeys, traffic modelling and data

### What you told us

Some of you wanted to understand more about how local journeys would be affected when the new road is built, including how to get to and from the upgraded A358. Some of you were concerned that the analysis we carried out to determine our proposed junction and link road design, as well as our traffic modelling, was inadequate or not detailed enough.

### Our response

We published a *Technical traffic note* as part of the 2021 consultation materials to enable the local community and other stakeholders to understand the traffic impacts. The purpose of the note was to provide further detail on how the traffic in the area had been assessed.

The note included information on modelling methodology, traffic flow and journey times, the value for money assessment, impacts of the coronavirus pandemic on travel demand and traffic impacts on the local road network. The information in the traffic note reflected the information available at the time of the 2021 consultation and provided the level of detail needed to develop the preliminary design.

To support the supplementary consultation in 2022, we have updated the *Technical traffic note* to take account of the proposed design changes and mitigations on the local road network. The note also includes additional information on junction performance and accidents.

The methodology and results of the traffic modelling will be reported in more detail in the Combined Modelling and Appraisal Report (ComMA) submitted with the DCO application.







## Walking, cycling, horse-riding and disabled user access

### What you told us

Some of you supported our proposals for walking, cycling and horse-riding, including disabled user access. You emphasised the importance of safety and made suggestions for improvements to specific sections of the route. Some of you told us you were concerned about the suitability of the new Bickenhall Lane bridge for public traffic and suggested it should only be open for walking, cycling and horse-riding. Others of you were concerned the scheme would sever public rights of way in some sections.

### Our response

We've updated our proposals based on the 2021 consultation feedback and are proposing further changes to prioritise walkers, cyclists, horse-riders and disabled users. These changes also take into consideration access for local landholders.

**We're consulting on several changes for walkers, cyclists, horse-riders and disabled users. Some examples are outlined here. To find out more, please see our *Consultation booklet*.**

We've proposed to incorporate a signalised junction at the M5 junction 25 to make it more accessible for walkers, cyclists, horse-riders and disabled users. We've also proposed new signalised pedestrian crossings across the A378 at the location of the existing Thornfalcon signals and on the old A358 close to Southfields roundabout.

We propose to limit motorised access on the new bridge at Bickenhall Lane. This would be restricted to walkers, cyclists and horse-riders and would be shared with nearby landholders for farm access. The new bridge at Bickenhall Lane would not be open to public vehicular traffic.

We've also proposed a new crossing - Jordans bridge - between the Ashill junction and Southfields roundabout, which would not be open to public vehicular traffic. This would provide a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.

Where the proposed upgraded A358 route cuts across known walking, cycling or horse-riding routes, we've kept the majority of these in place by offering safe and well-planned alternatives. Our proposals still include nine crossings of the upgraded A358 route, most of which would be solely for walkers, cyclists, horse-riders and disabled users or on lightly trafficked routes shared with access to farmland.

We are continuing discussions with local communities (which includes a dedicated walking, cycling and horse-riding forum) and the relevant councils to help ensure our design reflects the needs and interests of the local community and for people wishing to enjoy the area.







### What you told us

Some of you wanted a cycle route to run from M5 junction 25 to Southfields roundabout.

### Our response

We have looked very carefully at provisions for cyclists and assessed the benefits between providing a route for cyclists parallel to the A358 route (online) or outside the dual carriageway route (offline).

Our findings show that the roads in and around the A358 are used by a wide range of cycling enthusiasts. This resulted in the proposal to develop an integrated, safe, comprehensive and high-quality all-purpose cycle route. This means providing cycling facilities which are safe, separate from fast moving traffic and that enable users of all abilities to cycle.

Our proposal is for an 'offline' cycle route, which would provide a signposted cycle route which runs from the M5 junction 25 to Southfields roundabout.

This cycle route would use existing infrastructure, allowing cyclists to use existing lightly trafficked roads and traffic-free tracks, providing a much safer option to an online cycle route. The route would also pass through places of interest for those to enjoy the route at leisure.

Whilst a parallel route along the A358 could provide good connectivity for cyclists travelling directly between Taunton and Ilminster, it would reduce connectivity to the national cycle network and the local road network. This is because we would have to align access points to the local road network with our proposed junctions, which would also cause safety issues for cyclists having to cross lanes with fast-moving traffic.

We will continue discussions with local councils and cycling groups as we refine our preliminary design.

## Impacts on properties, businesses and community organisations

### What you told us

Some of you living very close to the proposed route were worried about the impact on you and your property and on local business and some community organisations. Some of you felt that the scheme had only been designed to consider strategic traffic moving along the A358/A303 corridor and that we hadn't fully considered the impact of the proposed scheme design on the local community.

### Our response

We're proposing a high-quality and high-performing dual carriageway which would encourage strategic traffic to stay on the main A358 route and reduce the existing situation where traffic is using some of the local road network as a rat run due to the issues on the current A358.

Our proposals take into account local communities, connectivity and the complexity of local traffic needing to access a strategic route. A key principle is that having traffic joining a fast-moving dual carriageway causes disruption and has the potential to cause incidents for traffic entering the A358 from surrounding villages and communities.

In developing our preliminary design, we are applying a set of standards that would permit local traffic to join the strategic network in the safest possible way.

We are also mindful of the rural nature of the area, for example we are applying a set of standards that allows us to permit agricultural traffic to use the new road.

By creating a dual carriageway and improving junctions, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

We're also proposing some changes to accommodate consultation feedback from local residents, landholders and businesses.

This includes several design changes at Mattock's Tree Green junction which would:

- provide access to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units
- improve journey times and journey time reliability for local businesses and communities
- reduce rat running on local roads

**We've made several design changes to improve access for walkers, cyclists, horse-riders and disabled users that we're currently consulting on. To find out more, please read the *Consultation booklet*.**





## The environment

Consultation feedback demonstrated that while some of you supported our proposals for environmental mitigations, others were concerned about the environmental effects of the scheme and felt further changes could be made.

### Climate change

#### What you told us

You told us you were concerned about the environmental impacts in terms of climate change. Some of you felt our proposals do not align with the UK government's target to reach net zero by 2050.

#### Our response

We acknowledge these concerns and have acted, where possible, to mitigate the negative environmental impacts of the scheme. At National Highways, we are committed to progressing sustained action towards decarbonising England's motorways and A-roads so they can continue to bring significant benefits to motorists, communities and businesses in a net-zero future.

Our net-zero plan will put roads at the heart of Britain's net-zero future through three key commitments:

- Achieving net zero for our own operations by 2030.
- Delivering net zero road maintenance and construction by 2040.
- Supporting net zero carbon travel on our roads by 2050.

The government supports the delivery of five-year carbon budgets that set a target of reducing greenhouse gas production by 2050. *The Road to Zero Industrial Strategy* published by the Department for Transport outlines the UK government's strategy towards cleaner road transport. This strategy is available on the government website [gov.uk](https://www.gov.uk).

We included an assessment of the environmental impacts of the scheme over a sixty-year period in our *Preliminary Environmental Information (PEI) Report* published in 2021, which also considers emissions during construction and operation. The *PEI Report* published in 2021 is available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](https://www.nationalhighways.co.uk/a358-taunton-to-southfields)



Further details will be provided in our *Environmental Statement (ES)* and *Environmental Management Plan (EMP)* as part of our DCO application.





## Air quality

### What you told us

Many of you were positive around the effects the scheme would have in reducing air pollution through Henlade, which is a designated Air Quality Management Area (AQMA), but some raised concerns around the impact of increased volumes of traffic that might cause air pollution along the route as a whole.

### Our response

We acknowledge the views raised around air pollution, including those 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 around Henlade, particularly to enable the AQMA to be improved.



## Habitat, ecology and impacts on woodland

### What you told us

You raised concerns around the impact of our proposed design on local habitats, wildlife and biodiversity. Some of you asked for wildlife crossings to be introduced as part of the design. You also shared concerns around the loss of woodland. You told us you were concerned about the effects of the proposals on the environment and consider the scale of the proposal unnecessary and does not meet current government policy.

### Our response

We're committed to protecting the natural environment that surrounds our roads. We recognise concerns around potential impacts on habitats and wildlife and have sought to avoid or reduce negative effects on the local environment during construction and operation where possible.

Our proposals include new crossings such as mammal tunnels and ledges on structures in key locations to encourage animals to travel safely across the scheme. We will also be incorporating new mammal fencing at key crossing points.

Since the 2021 consultation, we've identified several new areas for habitat creation 'offsite' – ie not directly adjacent to the route. These areas will include creation of woodland, reptile receptor sites and new watercourse creation to support species including bats, reptiles and water voles.

We've also proposed hedgerow improvements following the identification of dormice within hedgerows, scrub and woodland habitat across the scheme and surrounding area. These hedgerow improvements are also proposed to enhance connectivity to adjacent woodland areas for foraging and commuting bats and have additional benefits for breeding birds and pollinators.



We have proposed woodland improvements for several areas of existing woodland, within which we will be installing dormouse boxes to support relocation. We're currently consulting on these changes.

**To find out more about these proposals, please see pages 26 to 27 of our Consultation booklet and our Environmental note.**

The Environment Act became law in November 2021 and introduced a mandate for Nationally Significant Infrastructure Projects (NSIPs) to deliver a relevant percentage increase in biodiversity value. This relevant percentage is stated in the Act to be 10%. Any such calculation of the change in biodiversity value is subject to the commencement of the Environment Act and its associated secondary legislation, which is expected to set out the Secretary of State's biodiversity metric and methodology. It is anticipated that the secondary legislation will be published in summer 2022.

The Environment Act will be followed by an implementation plan, which will clearly set out the transition arrangements, including the timeframe for the application of this mandate. Any calculation using existing Biodiversity Metric approaches is still subject to variation. For this reason, we cannot commit to providing an overall Biodiversity Net Gain (BNG).

Presently, under the National Policy Statement on National Networks (NPS NN) (particularly paras. 5.20 – 36) the scheme must show that it has taken advantage of opportunities to conserve and enhance biodiversity and should seek to mitigate any harms. As a last resort, the scheme must compensate for any harms which cannot be mitigated. There is no requirement, or method of calculation available, within the NPS NN for the calculation of BNG.

The project seeks to maximise biodiversity delivery in accordance with the current statutory and policy requirements. The project has aligned with Best Practice Principles, specifically those published by the Chartered Institute of Ecology and Environmental Management (CIEEM), in developing its landscaping and biodiversity proposals. These incorporate the areas of offsite mitigation, hedgerow improvements and woodland improvements we are consulting on.

A Landscape and Ecology Management Plan (LEMP) will be produced by the appointed Landscape Architect and Ecologist prior to construction. The LEMP will describe the proposed management and monitoring, including durations, of the landscape and ecological mitigation and compensation features of the project. The commitment to deliver the LEMP will be secured through DCO Requirement 4 'Environmental Management Plan' which will be submitted as an Appendix to the Environmental Statement as part of the DCO application.



## Water and drainage

### What you told us

Some of you raised concerns about flooding in the area, including surface water run-off and loss of floodplain storage.

### Our response

Road drainage would be managed using a series of attenuation basins and drainage ditches.

Attenuation basins are surface storage facilities that provide flow control through attenuation of stormwater runoff and also provide environmental benefits such as removal of pollutants. They are normally dry and would only hold water for a short period of time after a rainfall event.

Floodplain storage areas are required where the scheme has impacted existing floodplains.

They are required so that watercourse flood levels remain the same as existing (prior to the scheme) and to ensure the current watercourse regime is maintained so that the scheme has no impact both upstream and downstream of the affected area.

Where possible, we have looked to reduce the amount of land take needed for both attenuation basins and floodplain storage areas.

The new link at Capland would seek to improve access to local villages such as Stewley and Beercrocombe during incidences of flooding, which have temporarily closed Stock's Lane in two locations in the past.

Since the *PEI Report* was published, we have been gathering more information from surveys, landholders and statutory and non-statutory bodies, which have been used to update our baseline for assessing the environmental impact of the scheme.

**We've also assessed the environmental effects and mitigation measures associated with the design changes we are currently consulting on. To find out more, please see our *Consultation booklet* and *Environmental note*.**

We will submit our *ES* as part of our DCO application. This will reflect the evolution of the design of the project, informed by the feedback from public and supplementary consultation, results of surveys and the ongoing Environmental Impact Assessment process.

## Environmental assessment

### What you told us

You wanted to understand more about how the environmental assessments are carried out. Some of you felt that these assessments should focus on a wider area and that we had underestimated the environmental and land impact of the scheme.

### Our response

Our assessments have been undertaken in accordance with the national standards applied to road projects and relevant best practice guidance issued by professional institutions.

The *PEI Report* published at public consultation in 2021 set out:

- how each environmental topic area is being assessed
- our initial thoughts on the environmental effects of our proposals
- the measures we'll take to avoid or reduce any impact

## Construction

### What you told us

You told us you were concerned about potential disruption to traffic and surrounding communities during construction. You asked us to consider adopting night-time working hours for construction works for the scheme. You raised concerns that the long construction period would have a negative impact on the local community.

### Our response

We're continuing to look at how the scheme will be built in order to minimise disruption during construction.

**We're currently consulting on a proposed new location for the main construction compound. To find out more, please see page 28 of our *Consultation booklet*.**

The main construction compound would be accessed via the A378 north of Mattock's Tree Green junction. This will reduce the volume of construction traffic using the public highway as far as reasonably practicable.



We'll carefully plan and manage our roadworks to ensure that we maintain safety for the public and our workforce at all times.

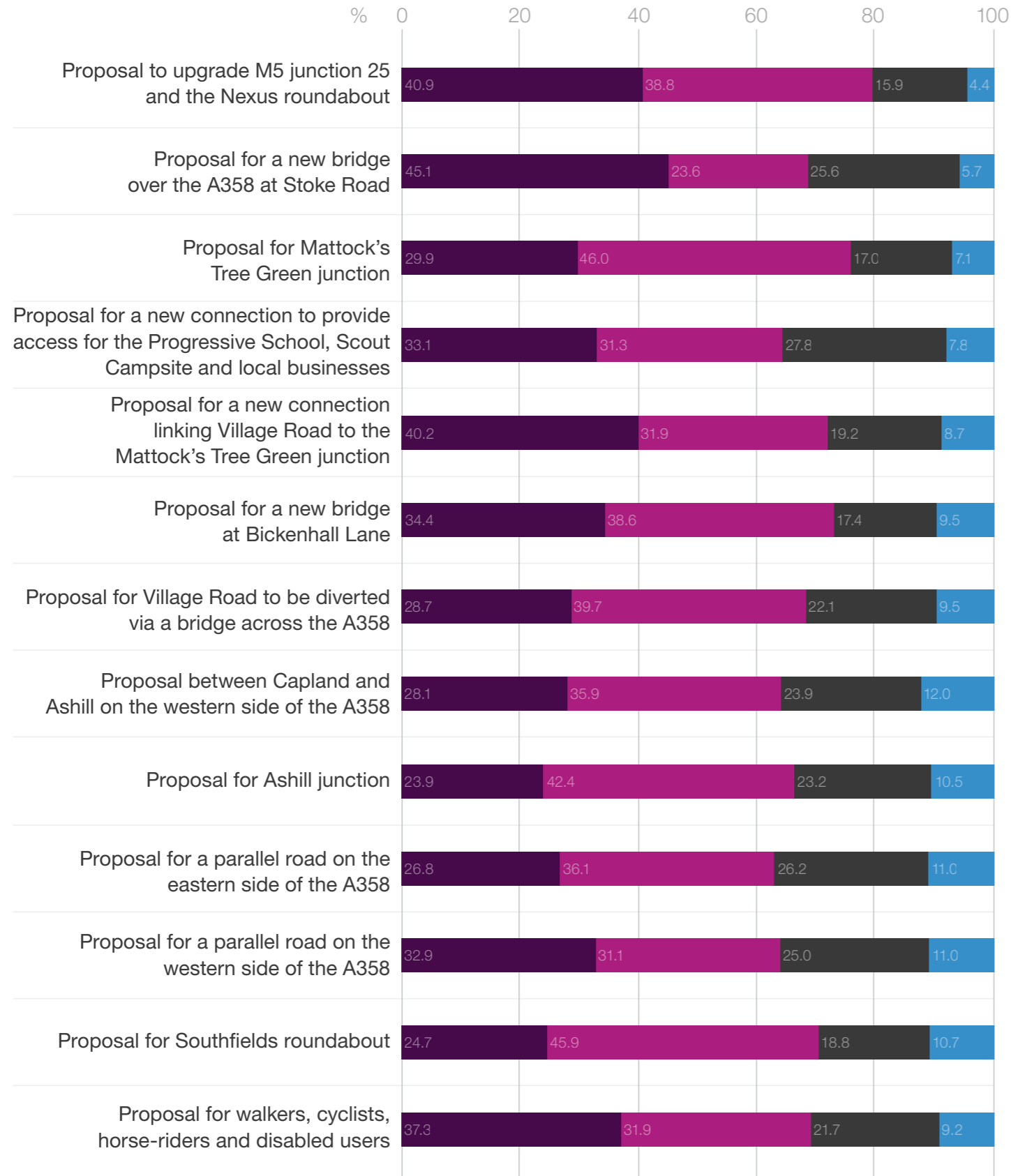
As part of our DCO application, we will produce an *EMP* and *Construction Traffic Management Plan* which would be used to ensure we are closely engaging with communities during construction and that we are taking appropriate environmental mitigation measures throughout. There would be ongoing opportunities for local residents to communicate any issues they may be concerned about throughout this period.

Our *EMP* is also supported by a *Register of Environmental Actions and Commitments* within the *ES*. This outlines how pollution would be managed through the construction phase.

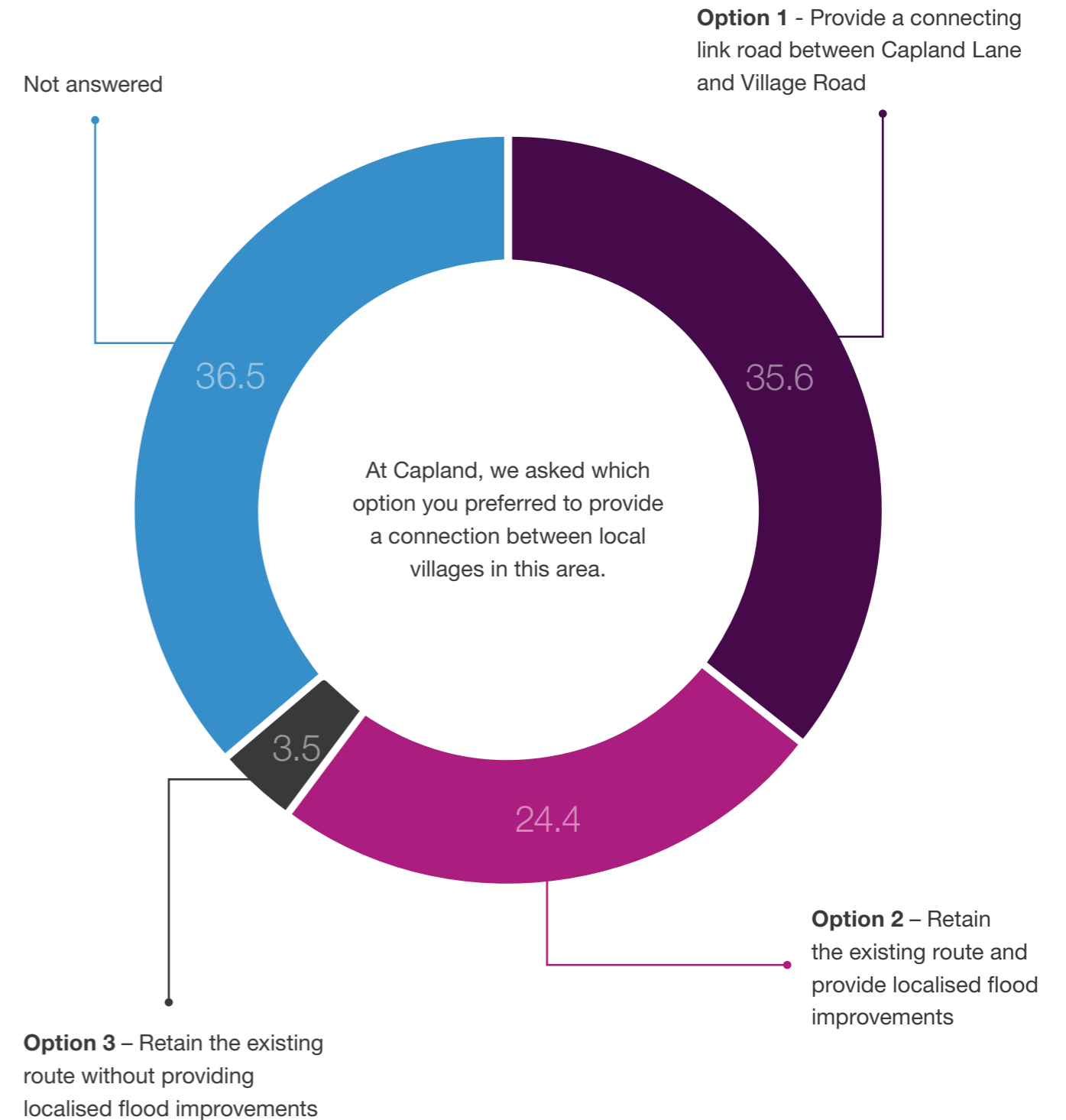
We will continue to work closely with Somerset County Council during construction to identify and carry out any appropriate mitigation measures required for the local road network as a result of construction.

## 2021 public consultation responses

At our 2021 public consultation, we asked people to let us know to what extent they agreed or disagreed with the following proposals.



■ Strongly agree/agree 
 ■ Strongly disagree/disagree 
 ■ Neutral/don't know 
 ■ Not answered





## Next steps

We're currently consulting on design changes we are proposing since our public consultation in 2021.

For further information, please read our *Consultation booklet*, available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Once the consultation has closed, we will review all comments and suggestions that have been received during the consultation period. We will take time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures.

We'll set out a summary of the responses to the 2021 public consultation and the 2022 supplementary consultation in a consultation report. This report will also describe how our proposals have been informed and influenced by your feedback.

The consultation report will form part of our DCO application, the special type of planning permission needed for NSIPs like this and will be published following submission of our application.

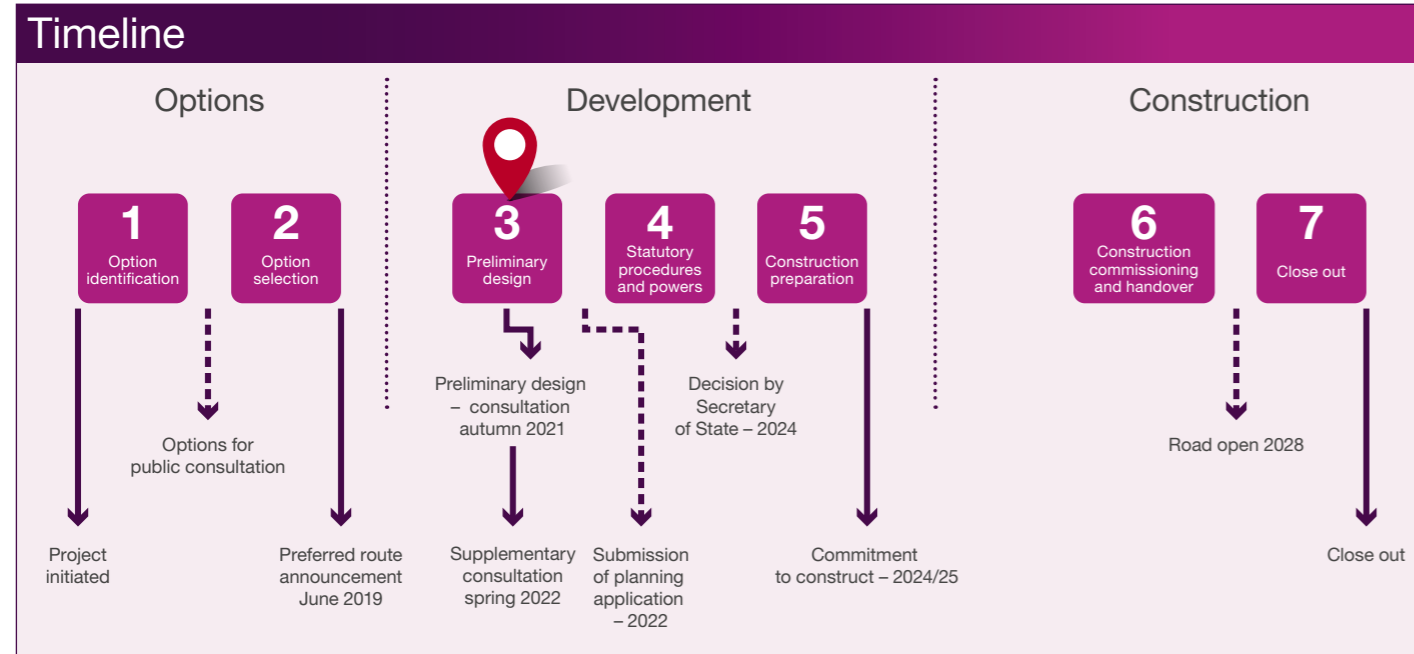
Our DCO application will include an *ES* and *EMP* to explain how the impact of construction activities and the operation of the proposed scheme would be managed, including on specific habitats and species. These measures would be taken during both the construction and operational stages of the scheme to protect wildlife.

We expect to submit our DCO application later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representations and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will proceed.

If granted by the Secretary of State, start of works on the A358 improvements is planned for 2024/25.

More information about the DCO process can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk>





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## Appendix 7.20b

# Copy of 2022 supplementary consultation 'Responding to feedback from 2021 public consultation' booklet - large print

# A358

## Taunton to Southfields Dualling Scheme

Responding to feedback from  
2021 public consultation







## Purpose of document

This booklet summarises how we have used the feedback we received during the public consultation in autumn 2021 to shape our plans for the A358 Taunton to Southfields Dualling Scheme. It also outlines how these plans have helped to refine the preliminary design changes that we want to receive feedback on in our supplementary consultation in 2022.

We recommend that you read this document alongside the following:

- *Supplementary consultation booklet*
- *Supplementary consultation feedback questionnaire*
- *Summary of changes booklet, Technical traffic note and Environmental note*
- *Public consultation summary report*
- All documents are available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)



## Introduction

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

We've been developing plans to improve the A358 between Taunton and Southfields roundabout, near Ilminster, since late 2014 when it was announced as part of the Department for Transport's first Road Investment Strategy (RIS).

We are proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality, high-performing dual carriageway. The route would connect

junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

The A358 Taunton to Southfields Dualling Scheme is intended to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West. This project is one of several improvements on the A303 and A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond.

# Developing proposals

We held a public consultation in October and November 2021 where we asked for feedback on our preliminary design of the preferred route. We received more than 2,000 visits to our consultation website, more than 800 attendees at our in-person and digital consultation events and more 900 responses to consultation.

We have considered every consultation response received and have been carrying out additional traffic modelling and environmental assessments to refine the preliminary design. The key milestones to date are shown below.



**December 2014** – Project announced

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**2015 to 2017** – Options identified

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**March – July 2017** – First options consultation

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**January – February 2018** – Second options consultation

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**June 2019** – Preferred route announced

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**October – November 2021** – Statutory consultation

In this booklet we provide a summary of consultation feedback and how that has continued to shape our proposals. You will find signposts to specific changes that we are seeking further feedback on through our

supplementary consultation - which is taking place between **24 May and 26 June 2022** - and to where you can find more information about other changes we have made.

You can read more about how we carried out the 2021 consultation in our *Public consultation summary report* which is available on our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

**We will provide more detailed responses to the 2021 public consultation and the 2022 supplementary consultation in a consultation report, which will describe how your feedback has shaped and influenced our proposals. This report will form part of our Development Consent Order (DCO) application which we plan to submit later in 2022.**

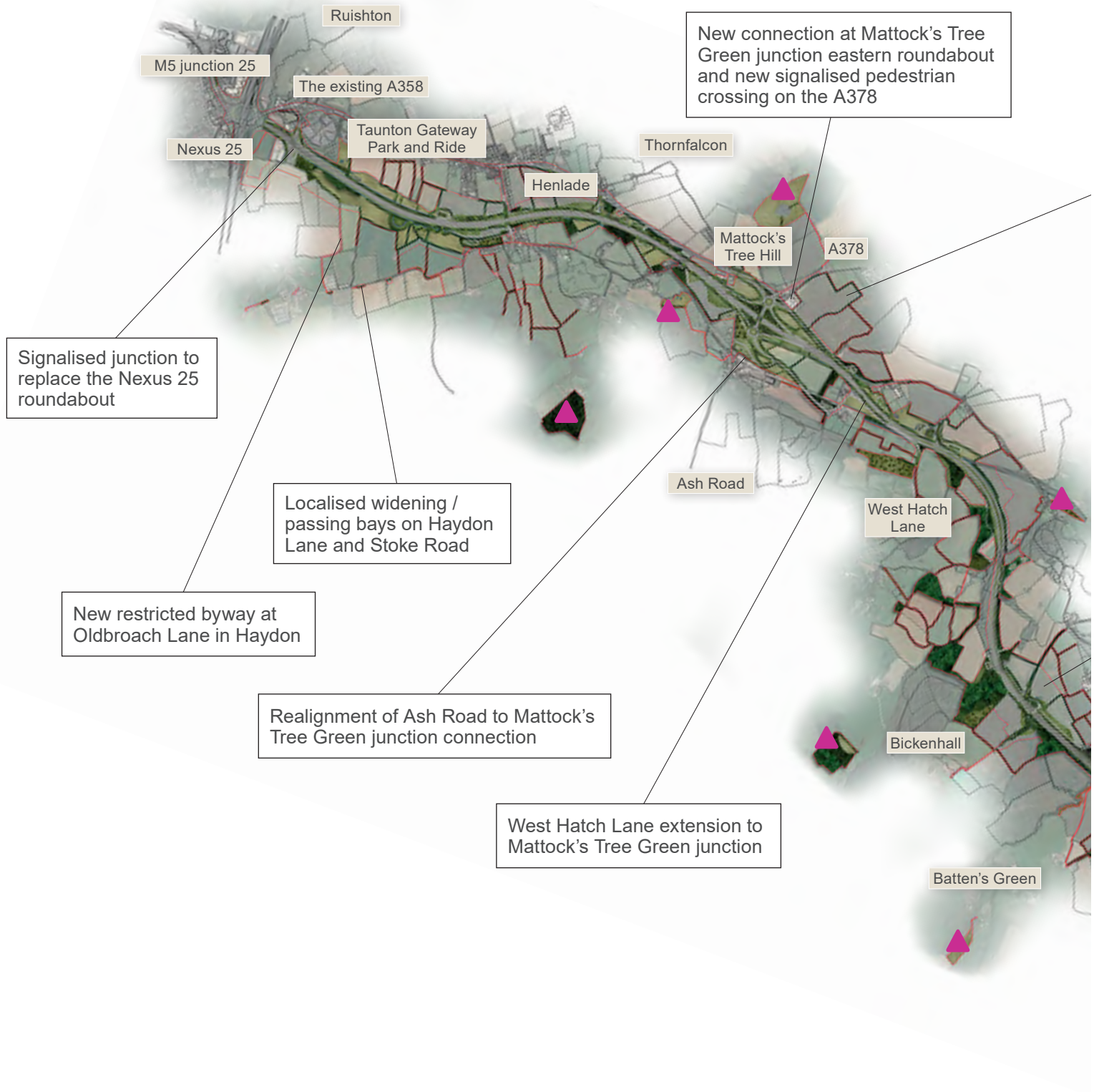








# Our revised proposals

This map summarises some of the improvements we've made since public consultation in 2021



### Legend

-  Scheme boundary
-  Offsite environmental mitigation areas



New location for the main construction compound

Changes to new bridge at Bickenhall Lane

Changes to Cad Road / Rapps Road junction

New Capland link road

New signalled junction including a pedestrian and cyclist crossing on the A358 (west)

Hatch Beauchamp

Capland

Stewley

Staple Fitzpaine Road

Ashill

Rapps

Adding traffic calming measures in Ashill village

Thickthorn Lane

Cad Road

A303 Ilminster Bypass

Create a new link and bridge (Jordans bridge)

Addition of passing bays on Broadway Street

Southfields roundabout

Horton Cross

A303



# Principle of development

## What you told us

Many of you supported our proposals for the new A358, stating that the upgrade is essential and needs to happen as soon as possible. Some of you suggested that rather than dualling the whole route, only some junctions or sections of the route need to be upgraded, for example upgrades or changes should only happen at Southfields roundabout, Nexus 25 roundabout or a Henlade Bypass. Others expressed the view that the scheme is not needed at all and is a waste of money.

## Our response

Consultation responses demonstrate that local councils, businesses and many local residents and communities agree that upgrading the rest of the A303/A358 corridor to dual carriageway would reduce traffic congestion in local villages and help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

The road between Taunton and Southfields roundabout



is a mixture of single and dual carriageway road and traffic regularly exceeds the capacity that the existing road was designed for. Many local roads join directly onto the A358. Having traffic joining a fast-moving carriageway and a slow-moving carriageway in Henlade impacts the safety and performance of the route by interrupting the flow of traffic and has the potential to create incidents.

Due to traffic congestion many road users avoid the main A358 by diverting onto smaller local roads, which then increases the level of traffic in surrounding villages. The congestion also impacts on air quality. Upgrading only specific junctions or sections of the route would not address these issues.

By creating a high-quality, high-performing dual carriageway and enhancing access onto the existing A358 via improved junctions, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

The A358 Taunton to Southfields Dualling Scheme has been identified as a strategic route and is part of the government's second RIS, which identifies parts of the road network that need upgrading to improve safety, connectivity and reliability for its users.

The scheme has also been assessed through a business case appraisal to ensure it represents value for money to taxpayers and delivers a return on investment.

Further details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, will be set out in the Combined Modelling and Appraisal Report (ComMA) which will be submitted with the DCO application. You can also find out more in our A358/A303 corridor feasibility study which was published in 2015 and is available at

[www.gov.uk/government/publications/a303-a358-and-a30-corridor-feasibility-study-overview](http://www.gov.uk/government/publications/a303-a358-and-a30-corridor-feasibility-study-overview)

## **What you told us**

Some of you expressed the view that the upgrade is no longer needed due to the impacts of the coronavirus pandemic on traffic needs.

## **Our response**

Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping. Traffic data shows that traffic levels have recovered to broadly typical levels on the A358. As of March 2022, overall traffic levels were back up to 97% of pre-pandemic levels (with goods vehicles at 110%).

Traffic volumes are forecast to increase in the area as a result of factors such as population and employment growth, therefore the traffic issues are projected to get worse if this section of the A358 is not upgraded.



## What you told us

Some of you suggested that improving public transport would be a better solution to reduce congestion from the number of vehicles using the route rather than dualling it.

## Our response

We assessed alternative modes of transport and forecast rates of public transport use during the options appraisal stage for the scheme. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not reduce the number of cars and goods vehicles wishing to use the route and would not eliminate the problems identified along the A303/A358 corridor.

National Highways continues to look for ways to improve how the road network operates. One such approach is our work with partners to implement demand management measures where these may reduce congestion, improve vehicle efficiency, support a switch to public transport and promote walking and cycling. Currently we are piloting a number of measures in different parts of the country and those which deliver the expected benefits will then be applied more widely across the network.







# Design

We received lots of comments about the design of the scheme. Whilst many of you supported our design proposals, and felt it was a good solution to address the traffic problems, others felt further improvements could be made.

## Road standards

### What you told us

Some of you queried the roads standards for the route. You were concerned that this might be designed to expressway or motorway standard, stating that the design we were presenting at our 2021 public consultation was too complex and that a dual carriageway would provide a better solution.



**Proposed changes at Mattock's Tree Green junction**



## Our response

We are committed to delivering a high-quality and high-performing dual carriageway, not an expressway or a motorway. This commitment is set out in National Highways' *Delivery plan 2020-2025*, available at [www.nationalhighways.co.uk/delivery-plan](http://www.nationalhighways.co.uk/delivery-plan). In the first RIS, the government set out its intention to create a new expressway corridor into the region. Over time the direction has changed and the term has since been superseded in reference to the A303/A358 corridor and we are committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor between the south-east and the south-west.

One of the design principles of an expressway is that it prohibits the use of farm vehicles. We are mindful of the rural nature of the area and understand the complexity of local traffic needing to access a strategic route. We are applying a set of standards that would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.

Through our design of the scheme, we are committed to a set of principles to ensure we are enhancing safety for all users. A guiding principle for our design is that having traffic joining a fast-moving dual carriageway causes disruption to the flow of traffic impacting safety and performance of the route.



## **Junction design – M5 junction 25 and Nexus 25**

### **What you told us**

You were concerned that our proposed design at M5 junction 25 would not accommodate the forecast increase in traffic. Some of you felt that the Nexus 25 roundabout needs to be enlarged while others raised concerns that the roundabout at Nexus 25 would not be safe for pedestrians, cyclists, horse-riders and disabled users.

### **Our response**

The improvements we are proposing to the M5 junction

25 have been designed to complement Somerset County Council's improvements which were completed in 2021. Our traffic modelling shows that the M5 junction 25 would operate within its capacity when the scheme is built.

At the Nexus 25 junction - the existing junction that will connect to the future Nexus 25 employment site - we previously proposed enlarging the existing roundabout to provide adequate capacity for the predicted traffic flows including those linked to M5 junction 25 to improve overall performance.

Following further traffic modelling and design development, we propose replacing the roundabout with a signalised junction to make the crossing more accessible to pedestrians, walkers, cyclists, horse-riders and disabled users and allow more control over traffic movements. Our traffic modelling shows that this junction would operate within its capacity.

**We're currently consulting on proposed design changes at the Nexus 25 junction. To find out more, please see pages 10 to 11 of the Consultation booklet.**

# Junction design – Mattock’s Tree Green and Ashill

## What you told us

You raised concerns about the scale of the proposed Mattock’s Tree Green and Ashill junctions, stating that these were unnecessary and not suited to the rural setting.

## Our response

We are delivering a high-quality and high-performing dual carriageway along the A303/A358 corridor.

The size and scale of the junctions are in line with the standards needed for this type of dual carriageway and appropriate to providing a connection between two A-roads – the A358 Taunton to Southfields roundabout and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way.

Following further traffic modelling, we’re proposing several design changes to Mattock’s Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp, provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units, and aim to reduce rat running on local roads.





**We're currently consulting on the design changes at Mattock's Tree Green junction. To find out more, please see pages 12 to 17 of the Consultation booklet.**

## **Junction design – access to Taunton Gateway Park and Ride**

### **What you told us**

Some of you were concerned about whether the new junction layouts would impact how to access the Taunton Gateway Park and Ride.



### **Our response**

Access to Taunton Gateway Park and Ride would not be possible from the Nexus 25 junction. This is consistent with the existing arrangements.

For road users travelling from the west, access to the Park and Ride would be via the existing A358 off M5 junction 25. For road users travelling from the east, access to the Park and Ride would be via the Mattock's Tree Green junction and the existing A358 through Henlade.



## Southfields roundabout

### What you told us

Some of you supported our proposed improvements at Southfields roundabout. Others wanted to see further upgrades, including a larger, grade-separated lane and a flyover to reduce congestion at the existing junction.

### Our response

We have included several proposed upgrades to Southfields roundabout as part of this project to reduce congestion and improve access to and around the roundabout.

Our proposals include:

- a dedicated left turn lane between the A358 and the A303 eastbound
- widening of the A303 eastbound exit onto the Ilminster Bypass
- widening the A303 westbound entry from the roundabout towards Honiton
- widening the A358 entry from Horton Cross
- improving the signage and road markings

Although not part of the A358 Taunton to Southfields Dualling Scheme, the roundabout at Southfields has been included in the scope for the A303 South Petherton to Southfields scheme 'A303 Phase 2 upgrade' Road Investment Strategy 3 (RIS3) pipeline schemes for initial options development. The pipeline of possible future schemes for RIS3 is not committed for delivery, but initial options development work will help to inform the government's investment decisions for RIS3 (2025-2030) and beyond.

For more information on the RIS3 pipeline of schemes see: [www.nationalhighways.co.uk/our-work/pipeline-of-possible-future-schemes](http://www.nationalhighways.co.uk/our-work/pipeline-of-possible-future-schemes)





# Local journeys, traffic flows and modelling

## Local road network and local villages

### What you told us

Some of you felt that our proposals would help to reduce traffic and congestion in the area, while others were concerned this would increase rat running and the volume of traffic on some local roads. You were concerned about the impacts on local villages, in particular Ashill, Hatch Beauchamp and Henlade. Some of you requested traffic-calming measures across the local road network and others wanted more access onto the upgraded A358, to and from local roads and villages, including wanting to see more slip roads along the route.

### Our response

We have carried out traffic modelling throughout the development phase of the scheme to inform its design and to understand its likely effects on traffic on local roads.

Our proposals are designed to improve safety and performance of the route. By reducing congestion and improving reliability, this would encourage traffic to stay on the main A358 route





and therefore reduce traffic using the local road network to cut through most neighbouring communities.

Following a review of consultation feedback, further traffic modelling and ongoing design development have been undertaken. We have identified opportunities to make further changes to the preliminary design which would reduce rat running along with proposed changes to some local roads, such as traffic-calming measures and the introduction of passing bays.

Our updated *Technical traffic note* provides further detail about traffic flows, journey times, routing and measures to mitigate rat running on the local road network.

**We're currently consulting on a number of design changes. To find out more, please see our *Consultation booklet*.**

As part our review of our proposed junction design and managing local access onto the upgraded A358 from local roads and villages, we have had to consider our commitment to delivering a high-quality and high-performing dual carriageway and ensuring that the scheme meets the highest safety and performance standards for all users. These safety standards have informed our design on the layout of junctions and access points across the route.

A guiding principle when considering junction design layout is having traffic joining a fast-moving dual carriageway

causes disruptions to the flow of traffic, impacting safety and performance of the route. As part of the preliminary design we have identified two junctions, one at Mattock's Tree Green and the other at Ashill. These new junctions deliver a safe route whilst still providing access to the local road network.

Our design also takes into account traffic demand, environmental impacts, the rural nature of the area and the complexity of local traffic needing to access a strategic route, as well as ensuring that we build a strategic road that delivers value for money. Our proposals would improve safety, reduce congestion, improve journey times and reduce rat running on a number of local roads.

We've considered additional slip roads and our assessments show a number of adverse impacts on the environment, and in particular, local ecology.

Additional slip roads could also impact the proposed offline cycle route, making it less direct and creating further conflict points with vehicles, particularly where high speed traffic exits from the A358 to join Ashill Road or Village Road. Our modelling also shows very low traffic demand on additional slip roads meaning that, in addition to the adverse impacts, they would also offer poor value for money.

# Local journeys, traffic modelling and data

## What you told us

Some of you wanted to understand more about how local journeys would be affected when the new road is built, including how to get to and from the upgraded A358. Some of you were concerned that the analysis we carried out to determine our proposed junction and link road design, as well as our traffic modelling, was inadequate or not detailed enough.

## Our response

We published a *Technical traffic note* as part of the 2021 consultation materials to enable the local community and other stakeholders to understand the traffic impacts. The purpose of the note was to provide further detail on how the traffic in the area had been assessed.

The note included information on modelling methodology, traffic flow and journey times, the value for money assessment, impacts of the coronavirus pandemic on travel demand



and traffic impacts on the local road network. The information in the traffic note reflected the information available at the time of the 2021 consultation and provided the level of detail needed to develop the preliminary design.

To support the supplementary consultation in 2022, we have updated the *Technical traffic note* to take account of the proposed design changes and mitigations on the local road network. The note also includes additional information on junction performance and accidents.

The methodology and results of the traffic modelling will be reported in more detail in the Combined Modelling and Appraisal Report (ComMA) submitted with the DCO application.







# Walking, cycling, horse-riding and disabled user access

## What you told us

Some of you supported our proposals for walking, cycling and horse-riding, including disabled user access. You emphasised the importance of safety and made suggestions for improvements to specific sections of the route. Some of you told us you were concerned about the suitability of the new Bickenhall Lane bridge for public traffic and suggested it should only be open for walking, cycling and horse-riding. Others of you were concerned the scheme would sever public rights of way in some sections.

## Our response

We've updated our proposals based on the 2021 consultation feedback and are proposing further changes to prioritise walkers, cyclists, horse-riders and disabled users. These changes also take into consideration access for local landholders.

**We're consulting on several changes for walkers, cyclists, horse-riders and disabled users. Some examples are outlined here. To find out more, please see our *Consultation booklet*.**



We've proposed to incorporate a signalised junction at the M5 junction 25 to make it more accessible for walkers, cyclists, horse-riders and disabled users. We've also proposed new signalised pedestrian crossings across the A378 at the location of the existing Thornfalcon signals and on the old A358 close to Southfields roundabout.

We propose to limit motorised access on the new bridge at Bickenhall Lane. This would be restricted to walkers, cyclists and horse-riders and would be shared with nearby landholders for farm access. The new bridge at Bickenhall Lane would not be open to public vehicular traffic.

We've also proposed a new crossing - Jordans bridge - between the Ashill junction and Southfields roundabout, which would not be open to public vehicular traffic. This would provide a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.

Where the proposed upgraded A358 route cuts across known walking, cycling or horse-riding routes, we've kept the majority of these in place by offering safe and well-planned alternatives. Our proposals still include nine crossings of the upgraded A358 route, most of which would be solely for walkers, cyclists, horse-riders and disabled users or on lightly trafficked routes shared with access to farmland.

We are continuing discussions with local communities (which includes a dedicated walking, cycling and horse-riding forum) and the relevant councils to help ensure our design reflects the needs and interests of the local community and for people wishing to enjoy the area.



## What you told us

Some of you wanted a cycle route to run from M5 junction 25 to Southfields roundabout.

## Our response

We have looked very carefully at provisions for cyclists and assessed the benefits between providing a route for cyclists parallel to the A358 route (online) or outside the dual carriageway route (offline).

Our findings show that the roads in and around the A358 are used by a wide range of cycling enthusiasts. This resulted in the proposal to develop an integrated, safe,

comprehensive and high-quality all-purpose cycle route. This means providing cycling facilities which are safe, separate from fast moving traffic and that enable users of all abilities to cycle.

Our proposal is for an 'offline' cycle route, which would provide a signposted cycle route which runs from the M5 junction 25 to Southfields roundabout. This cycle route would use existing infrastructure, allowing cyclists to use existing lightly trafficked roads and traffic-free tracks, providing a much safer option to an online cycle route. The route would also pass through places of interest for those to enjoy the route at leisure.

Whilst a parallel route along the A358 could provide good connectivity for cyclists travelling directly between Taunton and Ilminster, it would reduce connectivity to the national cycle network and the local road network. This is because we would have to align access points to the local road network with our proposed junctions, which would also cause safety issues for cyclists having to cross lanes with fast-moving traffic.

We will continue discussions with local councils and cycling groups as we refine our preliminary design.



# Impacts on properties, businesses and community organisations

## What you told us

Some of you living very close to the proposed route were worried about the impact on you and your property and on local business and some community organisations. Some of you felt that the scheme had only been designed to consider strategic traffic moving along the A358/A303 corridor and that we hadn't fully considered the impact of the proposed scheme design on the local community.

## Our response

We're proposing a high-quality and high-performing dual carriageway which would encourage strategic traffic to stay on the main A358 route and reduce the existing situation where traffic is using some of the local road network as a rat run due to the issues on the current A358.

Our proposals take into account local communities, connectivity and the complexity of local traffic needing to access a strategic route. A key principle is that having traffic joining a fast-moving dual carriageway causes disruption and



has the potential to cause incidents for traffic entering the A358 from surrounding villages and communities.

In developing our preliminary design, we are applying a set of standards that would permit local traffic to join the strategic network in the safest possible way. We are also mindful of the rural nature of the area, for example we are applying a set of standards that allows us to permit agricultural traffic to use the new road.

By creating a dual carriageway and improving junctions, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

We're also proposing some changes to accommodate consultation feedback from local residents, landholders and businesses.

This includes several design changes at Mattock's Tree Green junction which would:

- provide access to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units
- improve journey times and journey time reliability for local businesses and communities
- reduce rat running on local roads

**We've made several design changes to improve access for walkers, cyclists, horse-riders and disabled users that we're currently consulting on. To find out more, please read the *Consultation booklet*.**



# The environment

Consultation feedback demonstrated that while some of you supported our proposals for environmental mitigations, others were concerned about the environmental effects of the scheme and felt further changes could be made.

## Climate change

### What you told us

You told us you were concerned about the environmental impacts in terms of climate change. Some of you felt our proposals do not align with the UK government's target to reach net zero by 2050.

### Our response

We acknowledge these concerns and have acted, where possible, to mitigate the negative environmental impacts of the scheme. At National Highways, we are committed to progressing sustained action towards decarbonising



England's motorways and A-roads so they can continue to bring significant benefits to motorists, communities and businesses in a net-zero future.

Our net-zero plan will put roads at the heart of Britain's net-zero future through three key commitments:

- Achieving net zero for our own operations by 2030.
- Delivering net zero road maintenance and construction by 2040.
- Supporting net zero carbon travel on our roads by 2050.

The government supports the delivery of five-year carbon budgets that set a target of reducing greenhouse gas production by 2050. *The Road to Zero Industrial Strategy* published by the Department for Transport outlines the UK government's strategy towards cleaner road transport. This strategy is available on the government website [gov.uk](https://www.gov.uk).

We included an assessment of the environmental impacts of the scheme over a sixty-year period in our *Preliminary Environmental Information (PEI) Report* published in 2021, which also considers emissions during construction and operation. The *PEI Report* published in 2021 is available via our website at

[www.nationalhighways.co.uk/a358-taunton-to-southfields](https://www.nationalhighways.co.uk/a358-taunton-to-southfields)

**Further details will be provided in our *Environmental Statement (ES)* and *Environmental Management Plan (EMP)* as part of our DCO application.**







# Air quality

## What you told us

Many of you were positive around the effects the scheme would have in reducing air pollution through Henlade, which is a designated Air Quality Management Area (AQMA), but some raised concerns around the impact of increased volumes of traffic that might cause air pollution along the route as a whole.

## Our response

We acknowledge the views raised around air pollution, including those 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 around Henlade, particularly to enable the AQMA to be improved.





## Habitat, ecology and impacts on woodland

### What you told us

You raised concerns around the impact of our proposed design on local habitats, wildlife and biodiversity. Some of you asked for wildlife crossings to be introduced as part of the design. You also shared concerns around the loss of woodland. You told us you were concerned about the effects of the proposals on the environment and consider the scale of the proposal unnecessary and does not meet current government policy.

### Our response

We're committed to protecting the natural environment that surrounds our roads. We recognise concerns around potential impacts on habitats and wildlife and have sought to avoid or reduce negative effects on the local environment during construction and operation where possible.

Our proposals include new crossings such as mammal tunnels and ledges on structures in key locations to encourage animals to travel safely across the scheme.

We will also be incorporating new mammal fencing at key crossing points.

Since the 2021 consultation, we've identified several new areas for habitat creation 'offsite' – ie not directly adjacent to the route. These areas will include creation of woodland, reptile receptor sites and new watercourse creation to support species including bats, reptiles and water voles.

We've also proposed hedgerow improvements following the identification of dormice within hedgerows, scrub and woodland habitat across the scheme and surrounding area. These hedgerow improvements are also proposed to enhance connectivity to adjacent woodland areas for foraging and commuting bats and have additional benefits for breeding birds and pollinators.

We have proposed woodland improvements for several areas of existing woodland, within which we will be installing dormouse boxes to support relocation. We're currently consulting on these changes.

**To find out more about these proposals, please see pages 26 to 27 of our *Consultation booklet* and our *Environmental note*.**

The Environment Act became law in November 2021 and introduced a mandate for Nationally Significant Infrastructure Projects (NSIPs) to deliver a relevant percentage increase in biodiversity value. This relevant

percentage is stated in the Act to be 10%. Any such calculation of the change in biodiversity value is subject to the commencement of the Environment Act and its associated secondary legislation, which is expected to set out the Secretary of State's biodiversity metric and methodology. It is anticipated that the secondary legislation will be published in summer 2022.

The Environment Act will be followed by an implementation plan, which will clearly set out the transition arrangements, including the timeframe for the application of this mandate. Any calculation using existing Biodiversity Metric approaches is still subject to variation. For this reason, we cannot commit to providing an overall Biodiversity Net Gain (BNG).

Presently, under the National Policy Statement on National Networks (NPS NN) (particularly paras. 5.20 – 36) the scheme must show that it has taken advantage of opportunities to conserve and enhance biodiversity and should seek to mitigate any harms. As a last resort, the scheme must compensate for any harms which cannot be mitigated. There is no requirement, or method of calculation available, within the NPS NN for the calculation of BNG.

The project seeks to maximise biodiversity delivery in accordance with the current statutory and policy requirements. The project has aligned with Best Practice Principles, specifically those published by the Chartered Institute of Ecology and Environmental Management



(CIEEM), in developing its landscaping and biodiversity proposals. These incorporate the areas of offsite mitigation, hedgerow improvements and woodland improvements we are consulting on.

A Landscape and Ecology Management Plan (LEMP) will be produced by the appointed Landscape Architect and Ecologist prior to construction. The LEMP will describe the proposed management and monitoring, including durations, of the landscape and ecological mitigation and compensation features of the project. The commitment to deliver the LEMP will be secured through DCO Requirement 4 'Environmental Management Plan' which will be submitted as an Appendix to the Environmental Statement as part of the DCO application.

# Water and drainage

## What you told us

Some of you raised concerns about flooding in the area, including surface water run-off and loss of floodplain storage.

## Our response

Road drainage would be managed using a series of attenuation basins and drainage ditches.

Attenuation basins are surface storage facilities that provide flow control through attenuation of stormwater runoff and also provide environmental benefits such as removal of pollutants. They are normally dry and would only hold water for a short period of time after a rainfall event.

Floodplain storage areas are required where the scheme has impacted existing floodplains.

They are required so that watercourse flood levels remain the same as existing (prior to the scheme) and to ensure the current watercourse regime is maintained so that the scheme has no impact both upstream and downstream of the affected area.

Where possible, we have looked to reduce the amount of land take needed for both attenuation basins and floodplain storage areas.

The new link at Capland would seek to improve access to local villages such as Stewley and Beercrocombe during incidences of flooding, which have temporarily closed Stock's Lane in two locations in the past.

# Environmental assessment

## What you told us

You wanted to understand more about how the environmental assessments are carried out. Some of you felt that these assessments should focus on a wider area and that we had underestimated the environmental and land impact of the scheme.

## Our response

Our assessments have been undertaken in accordance with the national standards applied to road projects and relevant best practice guidance issued by professional institutions.

The *PEI Report* published at public consultation in 2021 set out:

- how each environmental topic area is being assessed
- our initial thoughts on the environmental effects of our proposals
- the measures we'll take to avoid or reduce any impact

Since the *PEI Report* was published, we have been gathering more information from surveys, landholders and statutory and non-statutory bodies, which have been used to update our baseline for assessing the environmental impact of the scheme.

**We've also assessed the environmental effects and mitigation measures associated with the design changes we are currently consulting on. To find out more, please see our *Consultation booklet* and *Environmental note*.**

We will submit our *ES* as part of our DCO application. This will reflect the evolution of the design of the project, informed by the feedback from public and supplementary consultation, results of surveys and the ongoing Environmental Impact Assessment process.

# Construction

## What you told us

You told us you were concerned about potential disruption to traffic and surrounding communities during construction. You asked us to consider adopting night-time working hours for construction works for the scheme. You raised concerns that the long construction period would have a negative impact on the local community.

## Our response

We're continuing to look at how the scheme will be built in order to minimise disruption during construction.

**We're currently consulting on a proposed new location for the main construction compound. To find out more, please see page 28 of our *Consultation booklet*.**



The main construction compound would be accessed via the A378 north of Mattock's Tree Green junction. This will reduce the volume of construction traffic using the public highway as far as reasonably practicable.

We'll carefully plan and manage our roadworks to ensure that we maintain safety for the public and our workforce at all times.

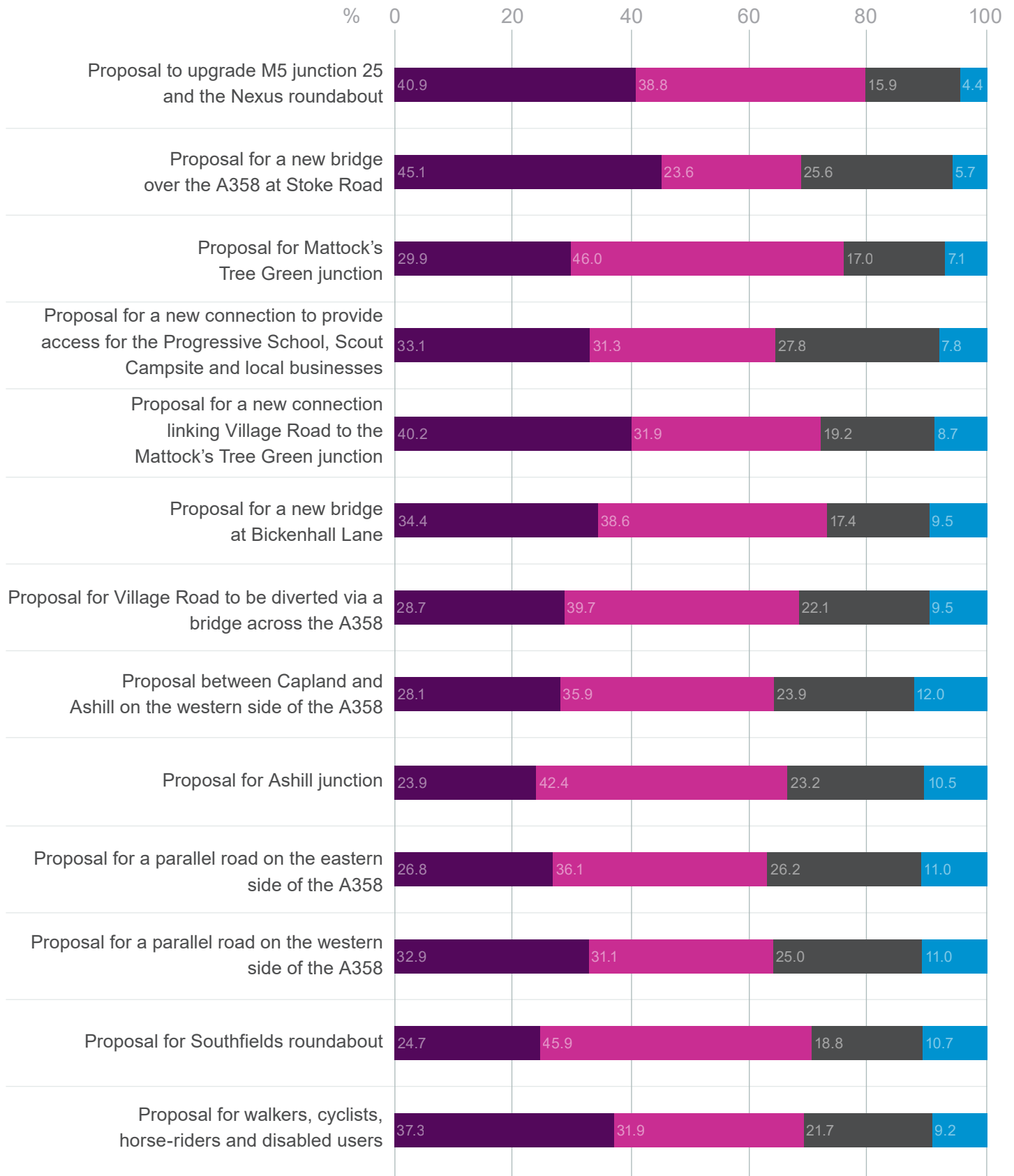
As part of our DCO application, we will produce an *EMP* and *Construction Traffic Management Plan* which would be used to ensure we are closely engaging with communities during construction and that we are taking appropriate environmental mitigation measures throughout. There would be ongoing opportunities for local residents to communicate any issues they may be concerned about throughout this period.

Our *EMP* is also supported by a *Register of Environmental Actions and Commitments within the ES*. This outlines how pollution would be managed through the construction phase.

We will continue to work closely with Somerset County Council during construction to identify and carry out any appropriate mitigation measures required for the local road network as a result of construction.

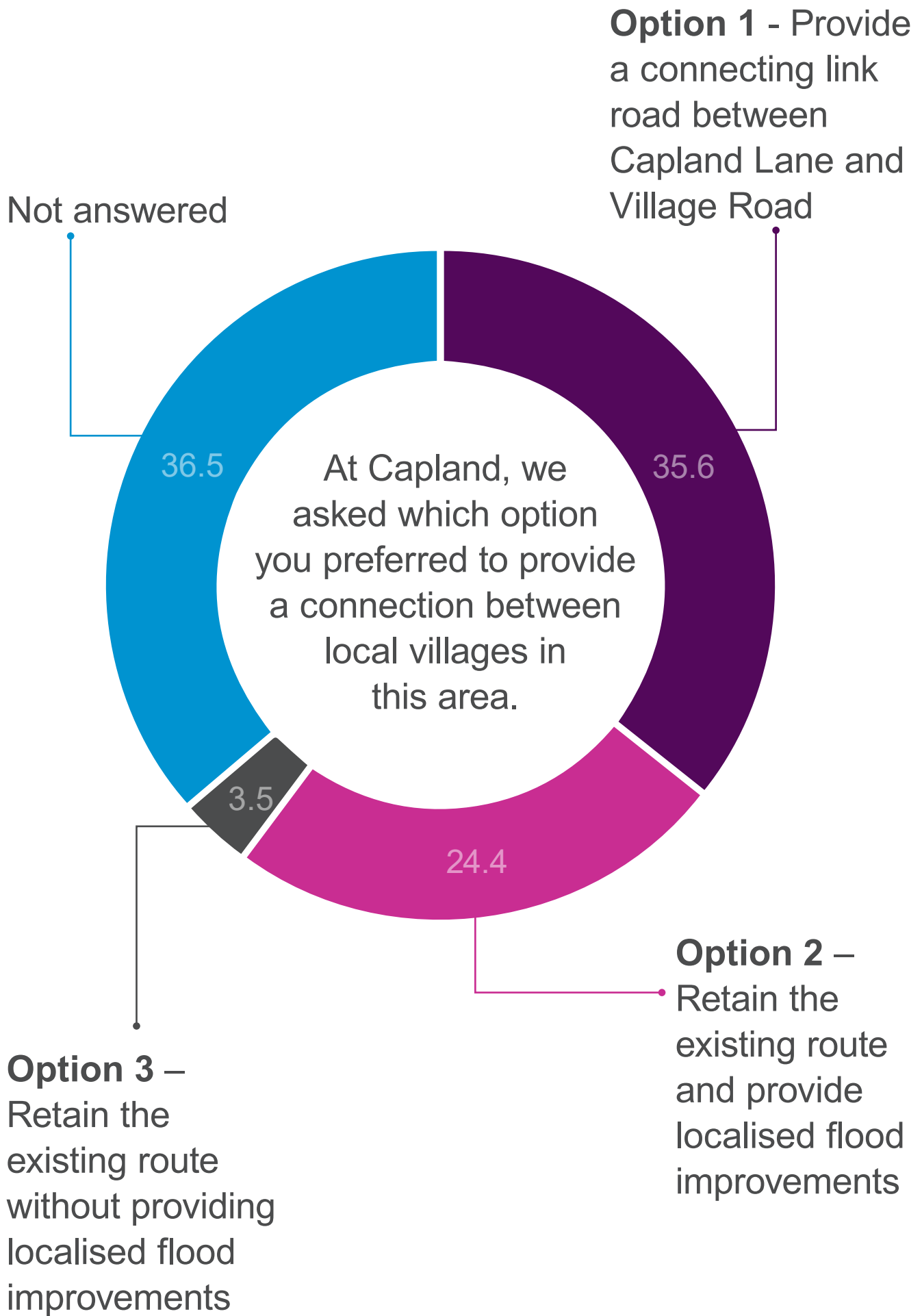
# 2021 public consultation responses

At our 2021 public consultation, we asked people to let us know to what extent they agreed or disagreed with the following proposals.



Strongly agree/agree
  Strongly disagree/disagree
  Neutral/don't know
  Not answered





## Next steps

We're currently consulting on design changes we are proposing since our public consultation in 2021.

For further information, please read our *Consultation booklet*, available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields).

Once the consultation has closed, we will review all comments and suggestions that have been received during the consultation period. We will take time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures.

We'll set out a summary of the responses to the 2021 public consultation and the 2022 supplementary consultation in a consultation report. This report will also describe how our proposals have been informed and influenced by your feedback.

The consultation report will form part of our DCO application, the special type of planning permission needed for NSIPs like this and will be published following submission of our application.

Our DCO application will include an *ES* and *EMP* to explain how the impact of construction activities and the operation of the proposed scheme would be managed, including on specific habitats and species. These measures would be

taken during both the construction and operational stages of the scheme to protect wildlife.

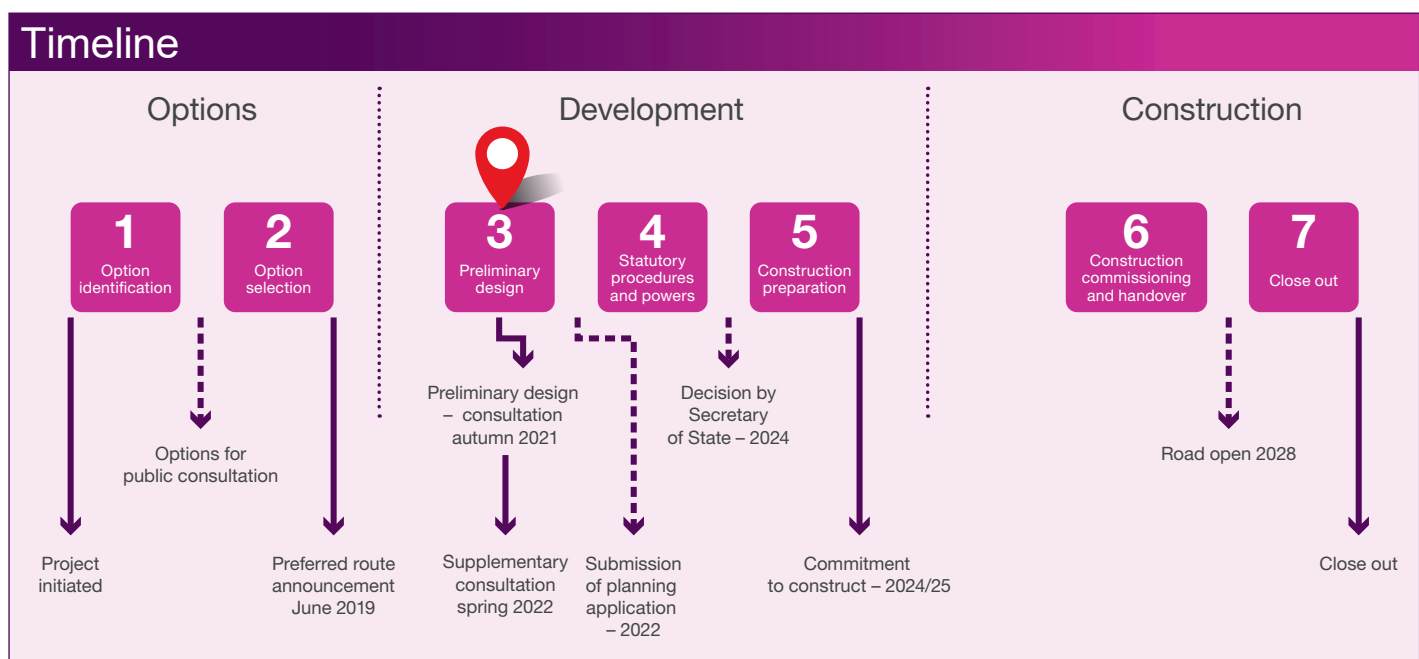
We expect to submit our DCO application later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representations and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will proceed.

If granted by the Secretary of State, start of works on the A358 improvements is planned for 2024/25.

More information about the DCO process can be found on the Planning Inspectorate's website:

<https://infrastructure.planninginspectorate.gov.uk>









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