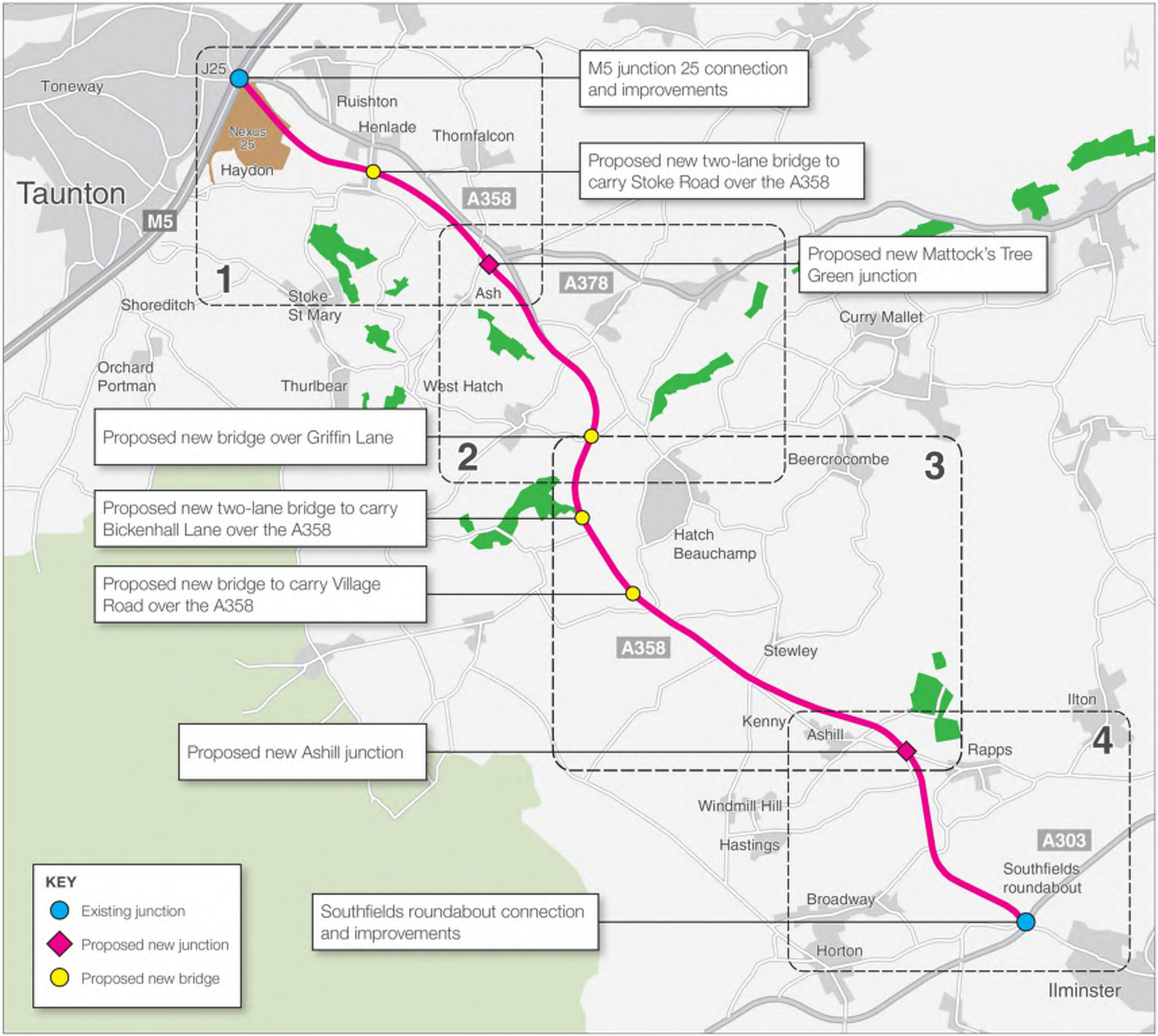
Appendix 4.22

Copy of 2021 statutory consultation plans

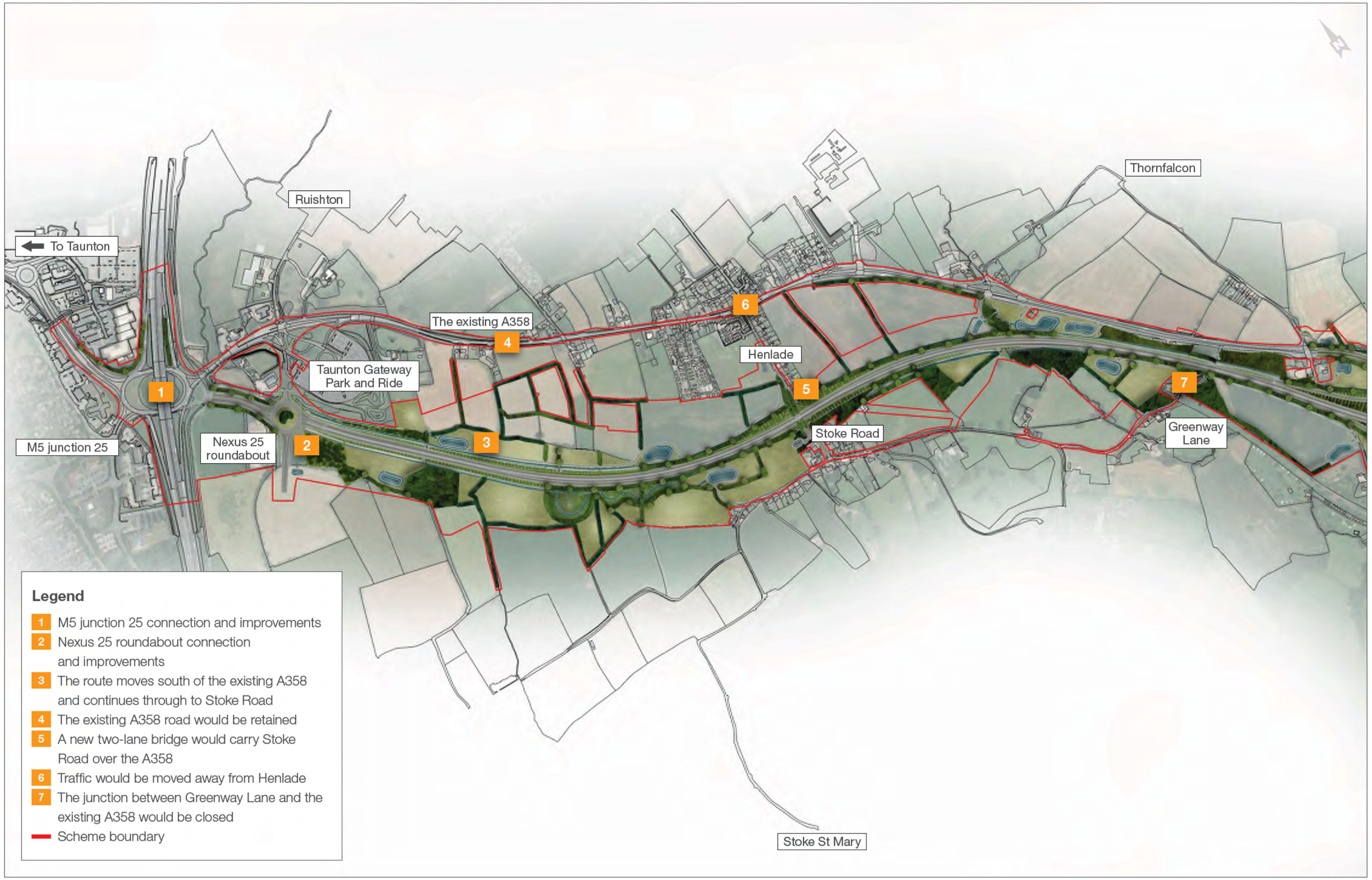
Sub -Appendix No.	Appendix Title
4.22a	Overall plan and section 1 to 4 plans for consultation
4.22b	Scheme boundary plan
4.22c	General arrangement drawings
4.22d	Plan and profile drawings
4.22e	Walking, cycling and horse-riding including disabled user drawings

Appendix 4.22a

Overall plan and section 1 to 4 plans for consultation



Section 1: M5 junction 25 to Mattock's Tree Green junction

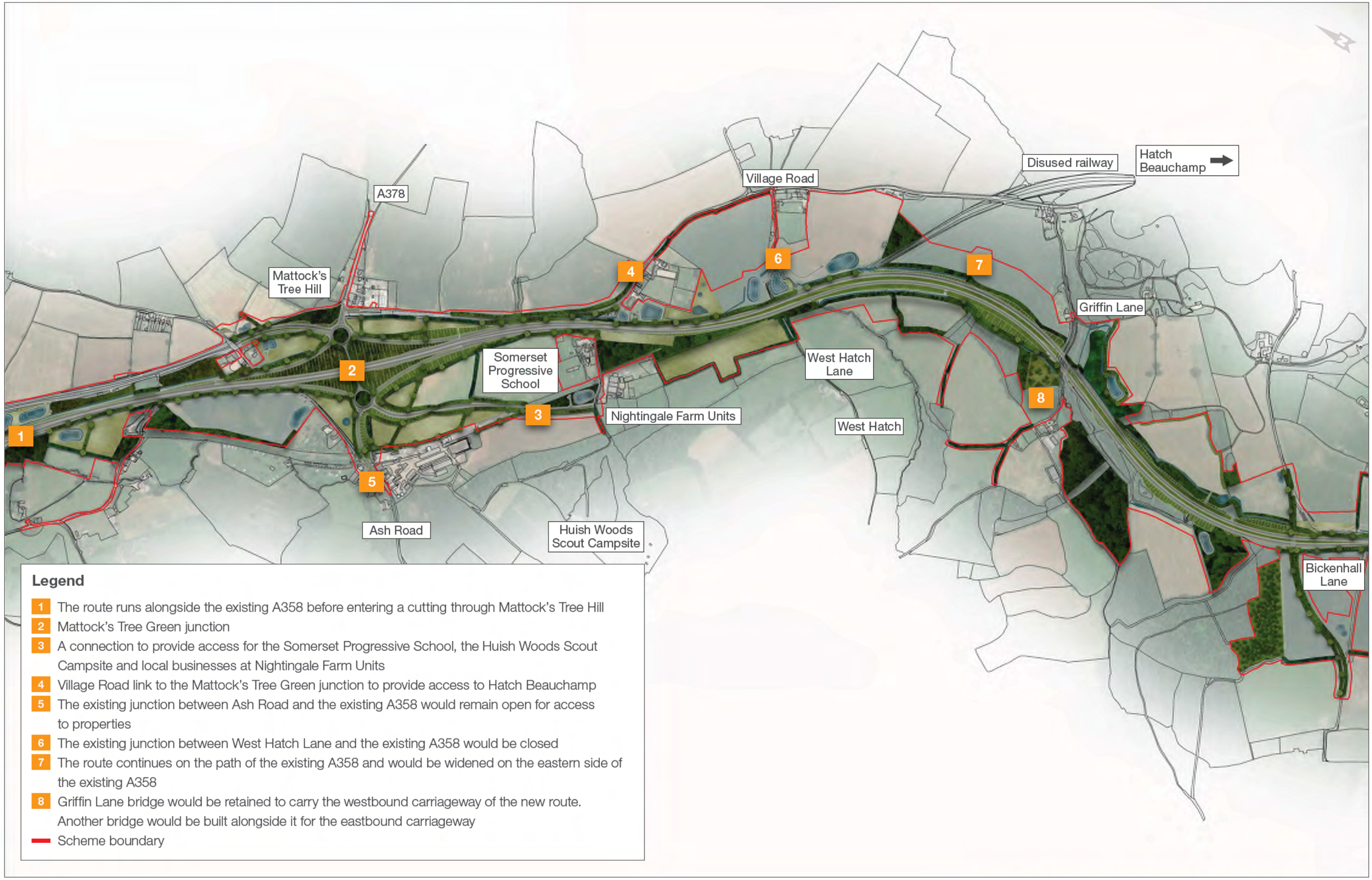


Legend

1. M5 junction 25 connection and improvements
2. Nexus 25 roundabout connection and improvements
3. The route moves south of the existing A358 and continues through to Stoke Road
4. The existing A358 road would be retained
5. A new two-lane bridge would carry Stoke Road over the A358
6. Traffic would be moved away from Henlade
7. The junction between Greenway Lane and the existing A358 would be closed

Scheme boundary

Section 2: Mattock's Tree Green junction to Griffin Lane

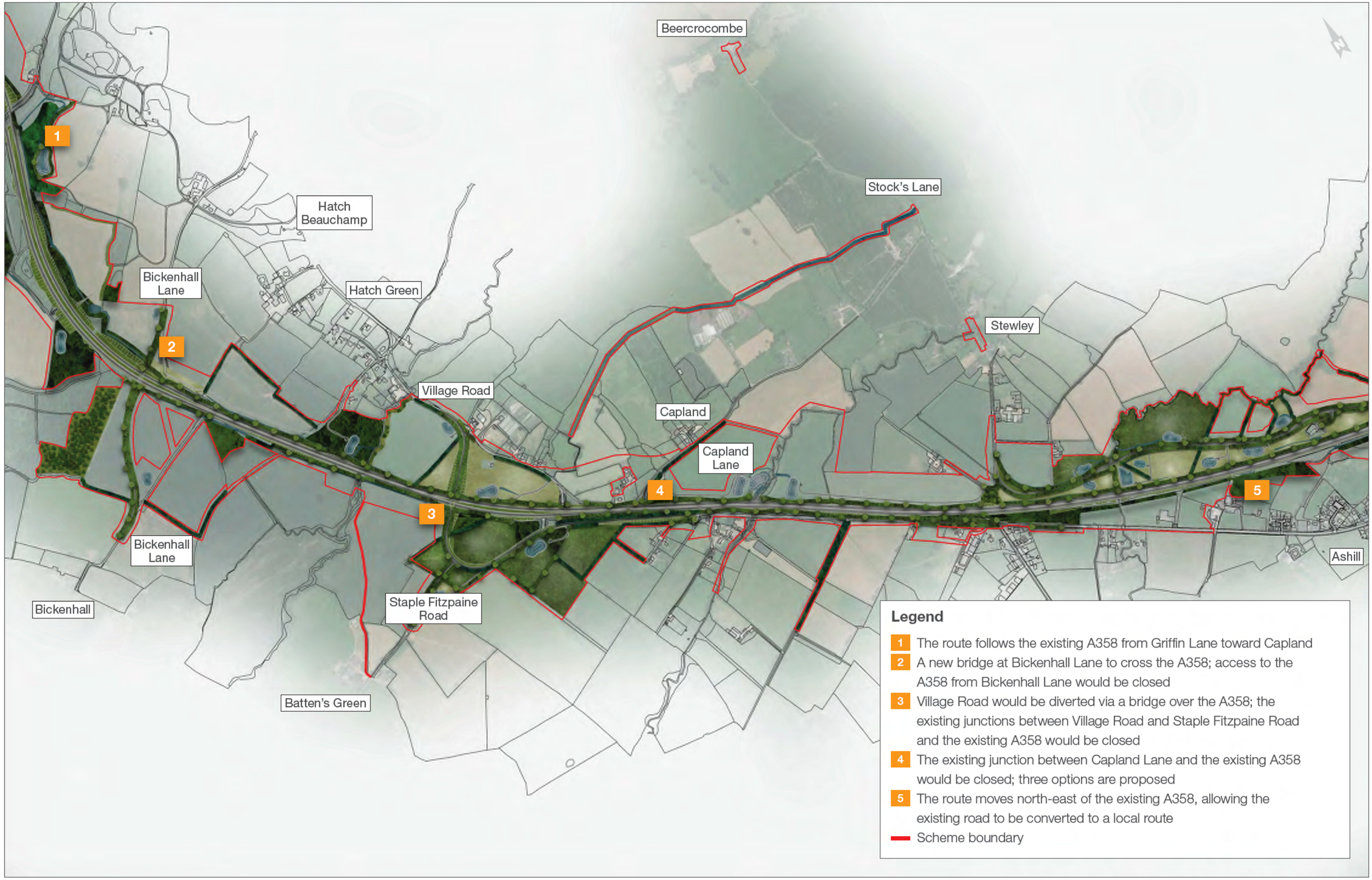


Legend

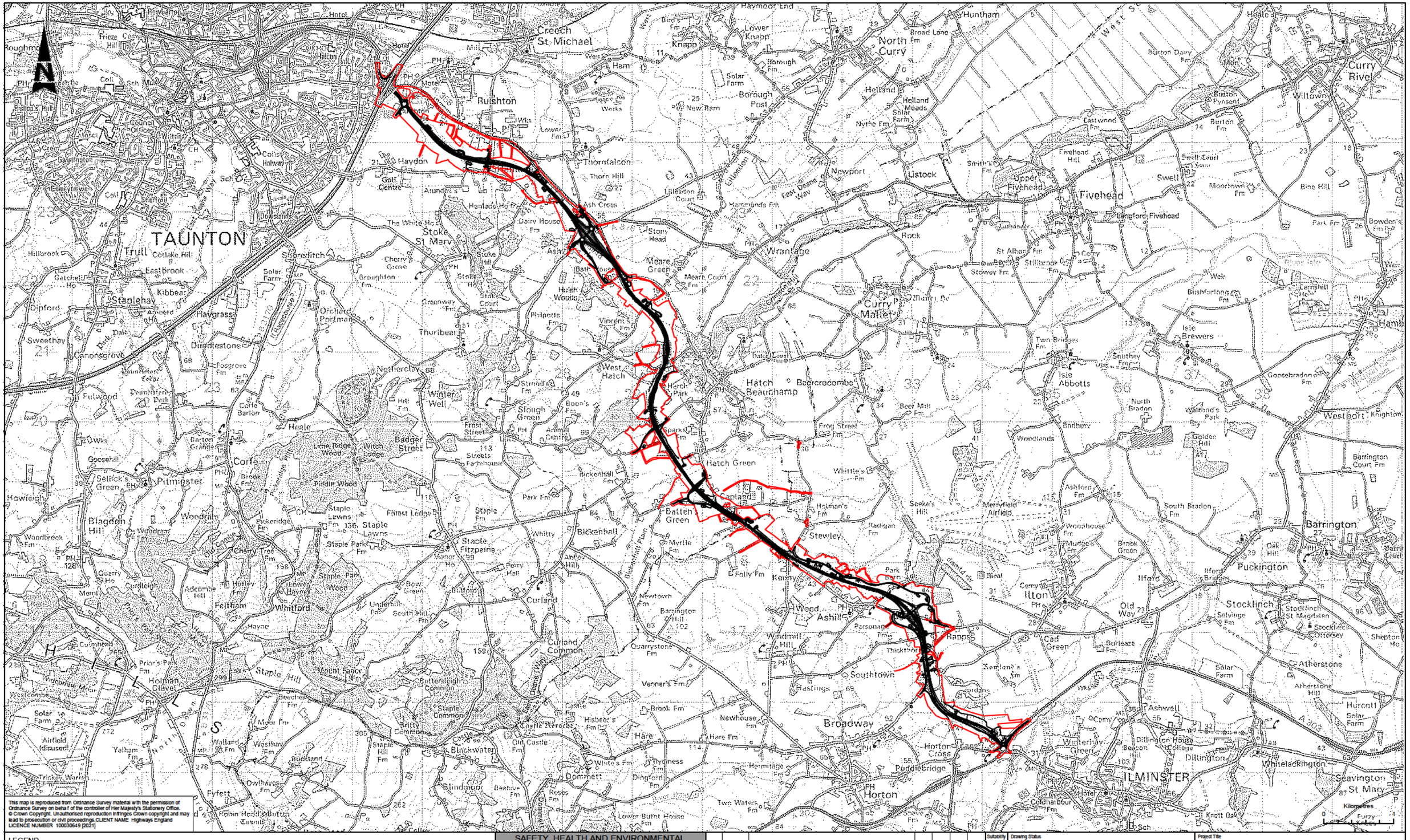
1. The route runs alongside the existing A358 before entering a cutting through Mattock's Tree Hill
2. Mattock's Tree Green junction
3. A connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units
4. Village Road link to the Mattock's Tree Green junction to provide access to Hatch Beauchamp
5. The existing junction between Ash Road and the existing A358 would remain open for access to properties
6. The existing junction between West Hatch Lane and the existing A358 would be closed
7. The route continues on the path of the existing A358 and would be widened on the eastern side of the existing A358
8. Griffin Lane bridge would be retained to carry the westbound carriageway of the new route. Another bridge would be built alongside it for the eastbound carriageway

Scheme boundary

Section 3: Griffin Lane to Ashill junction



Section 4: Ashill junction to Southfields roundabout



LEGEND

PROPOSED SCHEME BOUNDARY

PROPOSED SCHEME

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)

CONSTRUCTION
NONE

MAINTENANCE / CLEANING
NONE

USE
NONE

DECOMMISSIONING / DEMOLITION
NONE

Rev.	Date	Description	By	Chk'd	Appd	Auth'd
P01	22/09/21	ISSUE TO CLIENT FOR INFORMATION	AC	MF	SV	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: SCHEME BOUNDARY

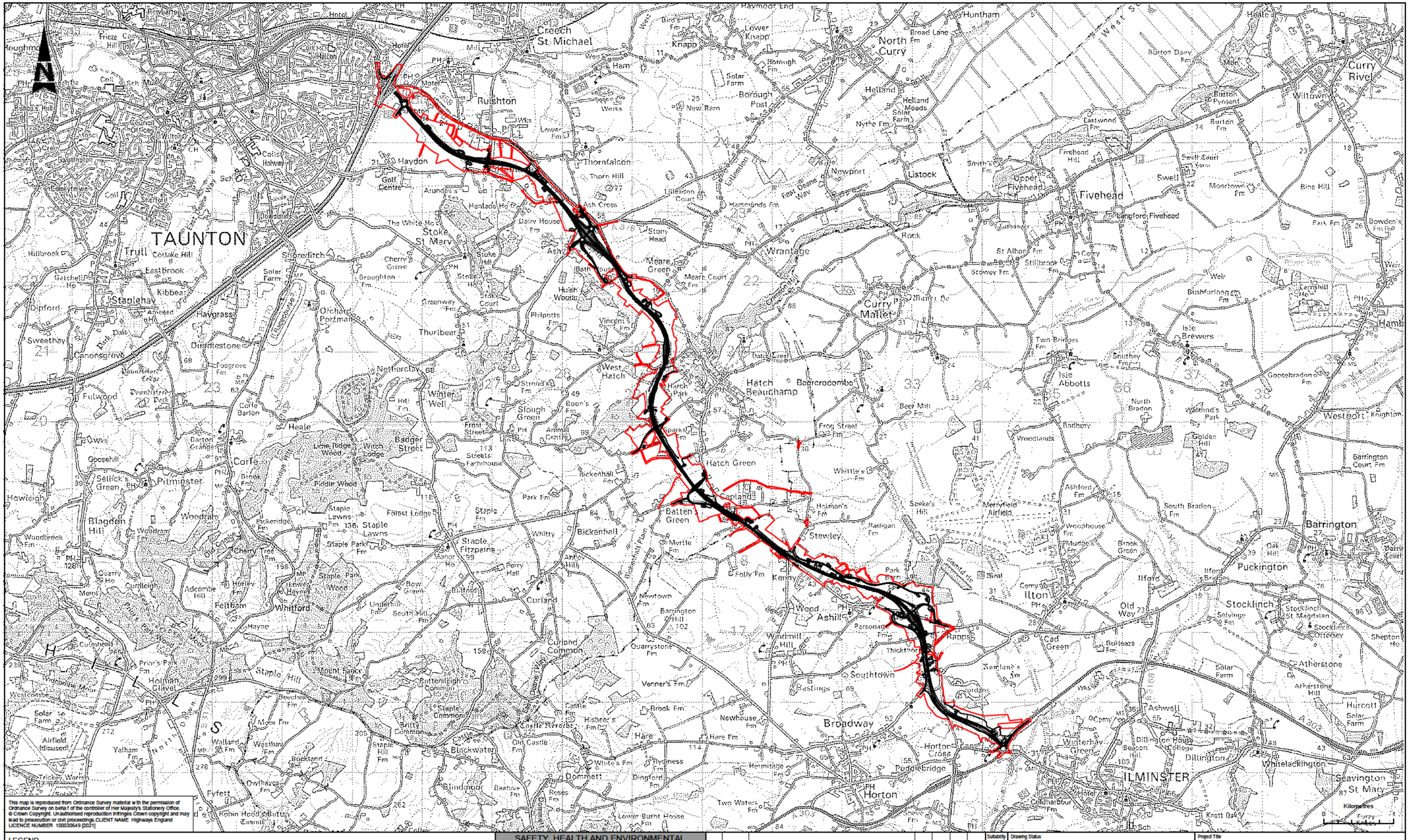
Scale	By	Checked	Approved	Authorised
1:50,000				
Original Size	**Date**	**Date**	**Date**	**Date**
A3	22/09/21	22/09/21	22/09/21	22/09/21

Drawing Number: HE551508 - ZZ | ARP - LDC - DR - ZL - 00001 (HE PIN | Originator | Volume | Location | Type | Role | Number)

Revison: P01

Appendix 4.22b

Scheme boundary plan



LEGEND

PROPOSED SCHEME BOUNDARY

PROPOSED SCHEME

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE IN THE DESIGN HAZARD LOG)

CONSTRUCTION
NONE

MAINTENANCE / CLEANING
NONE

USE
NONE

DECOMMISSIONING / DEMOLITION
NONE

Rev.	Date	Description	By	Chk'd	Appd	Auth'd
P01	22/09/21	ISSUE TO CLIENT FOR INFORMATION	AC	MF	SV	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: SCHEME BOUNDARY

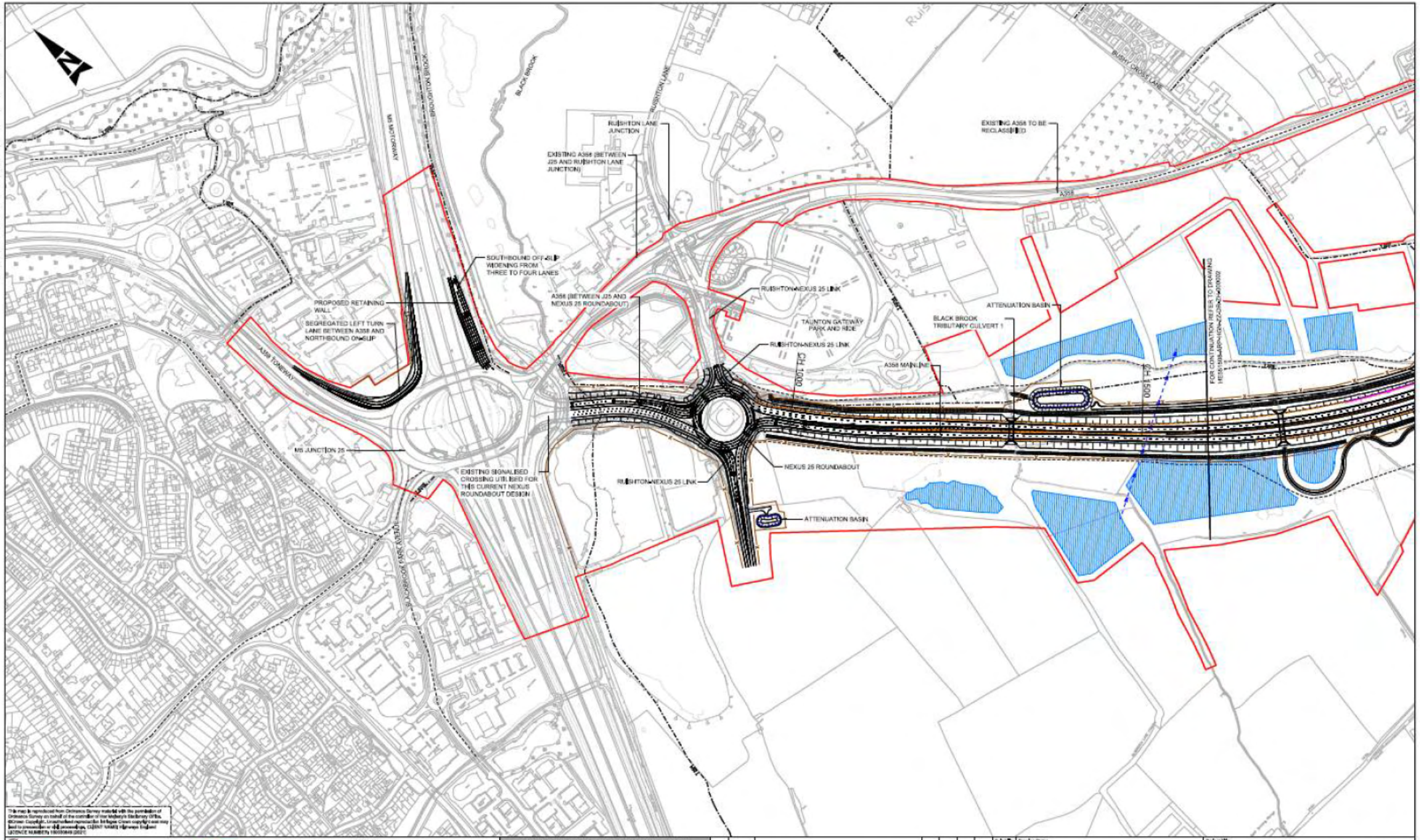
Scale	By	Checked	Approved	Authorised
1:50,000				
Original Size	**Date**	**Date**	**Date**	**Date**
A3	22/09/21	22/09/21	22/09/21	22/09/21

Drawing Number: HE551508 - ZZ | ARP - LDC - DR - ZL - 00001 (HE PIN | Originator | Volume | Location | Type | Role | Number)

Revison: P01

Appendix 4.22c

General arrangement drawings



KEY

- PROPOSED SCHEME BOUNDARY
- EXISTING HIGH VOLTAGE (11kV) UNDERGROUND ELECTRICITY CABLE
- EXISTING HIGH VOLTAGE OVERHEAD LINE
- EXISTING HIGH PRESSURE GAS MAIN
- SLIGHTED PROPERTIES
- PROPOSED FLOOD COMPENSATION AREA
- HIGHWAY FENCING
- PROPOSED SURFACE WATER CHANNEL
- EXISTING WATERCOURSE
- PROPOSED MCH ROUTE
- EXISTING MCH ROUTE
- PROPOSED VEHICLE RESTRAINT SYSTEM
- PROPOSED NOISE BARRIER

KEY PLAN

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.
3. [illegible] AS SHOWN ON THESE DRAWINGS ARE SHOWN INDICATIVELY AND BASED ON INFORMATION PROVIDED BY OTHERS, THEREFORE ITS ACCURACY CANNOT BE GUARANTEED. OTHER [illegible] MAY ALSO BE PRESENT.
4. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPED PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL HSRR (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Apprd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW byglas VINCI | ARUP | RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 GENERAL ARRANGEMENT SECTION 1 M5 JUNCTION 25 TO NEXUS ROUNDABOUT

Scale	By	Checked	Approved	Authorised
N/A	[redacted]	[redacted]	[redacted]	[redacted]

Original Size	Date	Date	Date	Date
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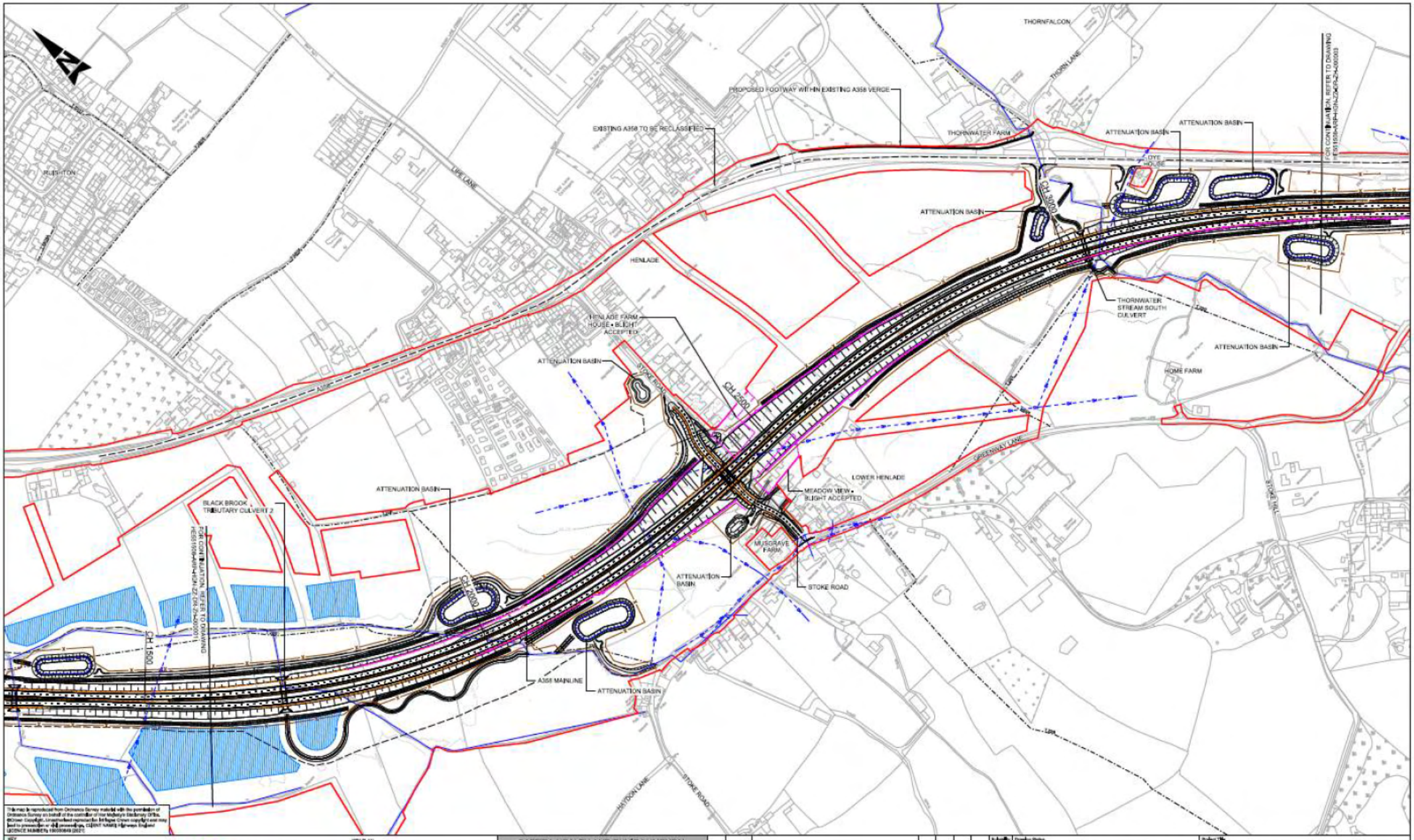
Drawing Number: HE551508 - ARP - HGN - ZZ - DR - ZH - 000001 (HE number | Originator | Volume | Location | Type | Role | Number)

Revision: P01



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THAT FOLLOWING SIGNIFICANT RESIDUAL HAZARDS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW joint venture VINCI
ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 GENERAL ARRANGEMENT SECTION 1 NEXUS ROUNDABOUT TO MATTOCK'S TREE GREEN JUNCTION

Scale	By	Checked	Approved	Authorised
N/A	[redacted]	[redacted]	[redacted]	[redacted]

Original Size	Date	Date	Date	Date
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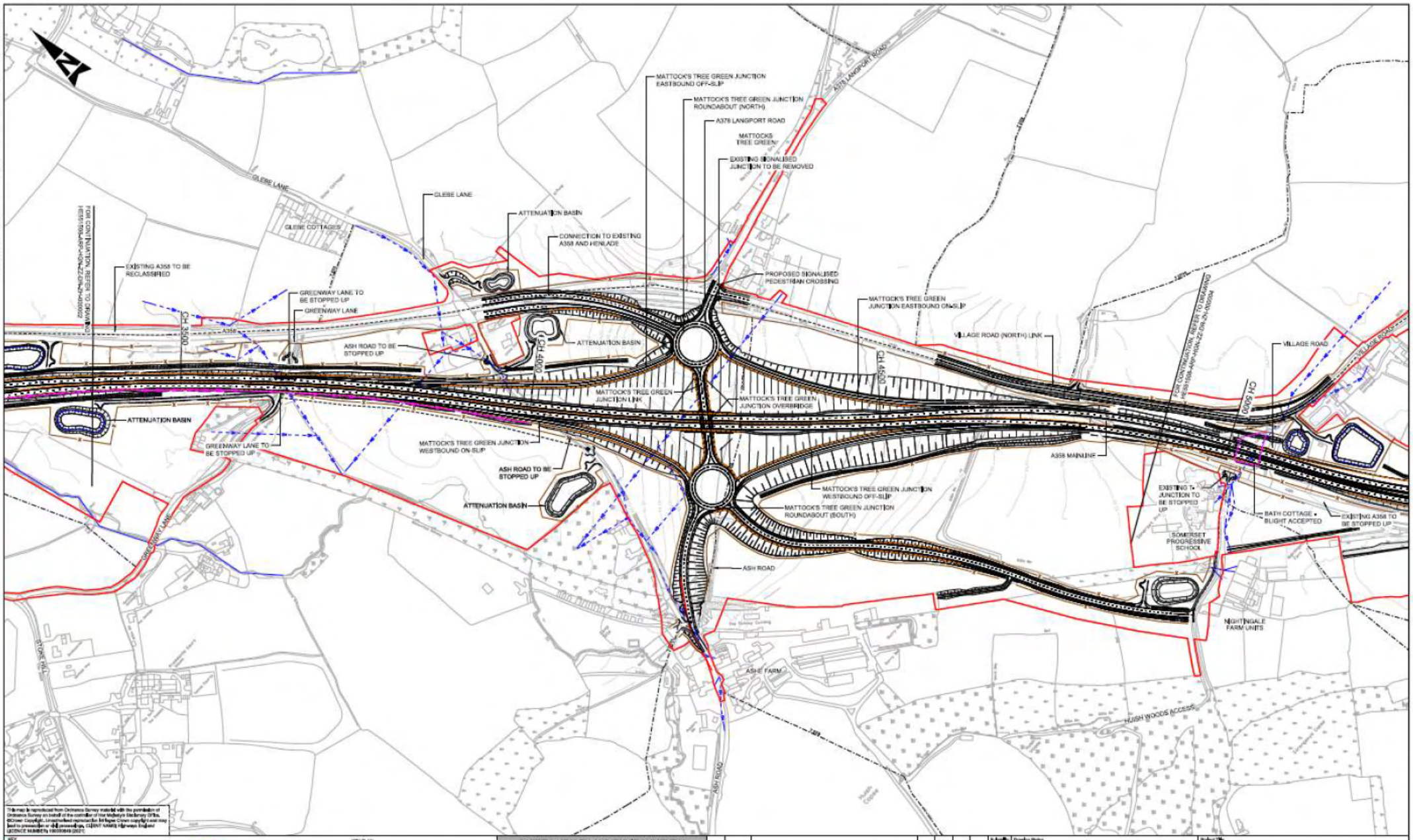
Drawing Number: HE551508 - ARP - HGN - ZZ - DR - ZH - 000002

Originator: ARP | Volume: HGN | Location: ZZ | Type: DR | Role: ZH | Number: 000002

Revision: P01


DO NOT SCALE
MATTOCK'S TREE GREEN JUNCTION EASTBOUND OFF-SLIP
MATTOCK'S TREE GREEN JUNCTION ROUNDABOUT (NORTH)
A378 LANGPORT ROAD
MATTOCKS TREE GREEN
EXISTING SIGNALISED JUNCTION TO BE REMOVED
GLEBE LANE
GLEBE COTTAGES
ATTENUATION BASIN
CONNECTION TO EXISTING A358 AND HENLADE
EXISTING A358 TO BE RECLASSIFIED
GREENWAY LANE TO BE STOPPED UP
GREENWAY LANE
CH 3500
A358
ASH ROAD TO BE STOPPED UP
PROPOSED SIGNALISED PEDESTRIAN CROSSING
MATTOCK'S TREE GREEN JUNCTION EASTBOUND ON-SLIP
VILLAGE ROAD (NORTH) LINK
CH 4000
ATTENUATION BASIN
MATTOCK'S TREE GREEN JUNCTION LINK
MATTOCK'S TREE GREEN JUNCTION OVERBRIDGE
CH 4500
VILLAGE ROAD
CH 5000
ATTENUATION BASIN
GREENWAY LANE TO BE STOPPED UP
MATTOCK'S TREE GREEN JUNCTION WESTBOUND ON-SLIP
ASH ROAD TO BE STOPPED UP
A358 MAINLINE
MATTOCK'S TREE GREEN JUNCTION WESTBOUND OFF-SLIP
MATTOCK'S TREE GREEN JUNCTION ROUNDABOUT (SOUTH)
EXISTING T-JUNCTION TO BE STOPPED UP
BATH COTTAGE - BLIGHT ACCEPTED
EXISTING A358 TO BE STOPPED UP
SOMERSET PROGRESSIVE SCHOOL
ATTENUATION BASIN
GREENWAY LANE
ASH ROAD
NIGHTINGALE FARM UNITS
ASHE FARM
HUISH WOODS ACCESS
ASH ROAD
KEY
PROPOSED SCHEME BOUNDARY
EXISTING HIGH VOLTAGE (11kV) UNDERGROUND ELECTRICITY CABLE
EXISTING HIGH VOLTAGE OVERHEAD LINE
EXISTING HIGH PRESSURE GAS MAIN
SLIP/TED PROPERTIES
PROPOSED FLOOD COMPENSATION AREA
HIGHWAY FENCING
PROPOSED SURFACE WATER CHANNEL
EXISTING WATERCOURSE
PROPOSED HGV ROUTE
EXISTING PROW
PROPOSED VEHICLE RESTRAINT SYSTEM
PROPOSED NOISE BARRIER
KEY PLAN
NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.
3. EXISTING UTILITIES SHOWN ON THESE DRAWINGS ARE SHOWN INDICATIVELY AND BASED ON INFORMATION PROVIDED BY OTHERS, THEREFORE ITS ACCURACY CANNOT BE GUARANTEED. OTHER EXISTING SERVICES MAY ALSO BE PRESENT.
4. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPED PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
CONSTRUCTION
(TO BE POPULATED)
MAINTENANCE / CLEANING
(TO BE POPULATED)
USE
(TO BE POPULATED)
DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)
P01 20/09/21 ISSUED FOR INFORMATION JF RH MK AV
Rev. Date Description By Check Appvd Auth'd
Suitability S2 SUITABLE FOR INFORMATION
TAYLOR WOODROW together a VINCI
ARUP RAMBOLL
Client national highways
Project Title A358 TAUNTON TO SOUTHFIELDS
Drawing Title A358 GENERAL ARRANGEMENT SECTION 2 MATTOCK'S TREE GREEN JUNCTION
Scale N/A
Drawn
Checked
Approved
Authorised
Original Size A1
Date 20/09/21
Date 20/09/21
Date 21/09/21
Date 21/09/21
Drawing Number HE551508 - ZZ - ARP - HGN - DR - ZH - 000003
Revision P01

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Apprd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

Taylor Woodrow / VINCI — ARUP — RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 GENERAL ARRANGEMENT SECTION 2 MATTOCK'S TREE GREEN JUNCTION TO GRIFFIN LANE

Scale	By	Checked	Approved	Authorised
N/A				

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - HGN - ZZ - DR - ZH - 000004 (Originator | Volume | Location | Type | Role | Number)

Revision: P01

DO NOT SCALE

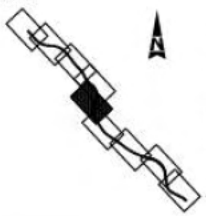
KEY

- PROPOSED SCHEME BOUNDARY
- EXISTING HIGH VOLTAGE (11kV) UNDERGROUND ELECTRICITY CABLE
- EXISTING HIGH VOLTAGE OVERHEAD LINE
- EXISTING HIGH PRESSURE GAS MAIN
- BLIGHTED PROPERTIES
- PROPOSED FLOOD COMPENSATION AREA
- HIGHWAY FENCING
- PROPOSED SURFACE WATER CHANNEL
- EXISTING WATERCOURSE
- PROPOSED WCH ROUTE
- EXISTING PROW
- PROPOSED VEHICLE RESTRAINT SYSTEM
- PROPOSED NOISE BARRIER

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.
3. HIGH RISK UTILITIES SHOWN ON THESE DRAWINGS ARE SHOWN INDICATIVELY AND BASED ON INFORMATION PROVIDED BY OTHERS, THEREFORE ITS ACCURACY CANNOT BE GUARANTEED. OTHER EXISTING SERVICES MAY ALSO BE PRESENT.
4. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

KEY PLAN



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability	S2
Drawing Status	SUITABLE FOR INFORMATION
Project Title	A358 TAUNTON TO SOUTHFIELDS
Drawing Title	A358 GENERAL ARRANGEMENT SECTION 3 GRIFFIN LANE TO BICKENHALL LANE

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

Scale	By	Checked	Approved	Authorised
N/A	[redacted]			
Original Size	**Date**	**Date**	**Date**	**Date**
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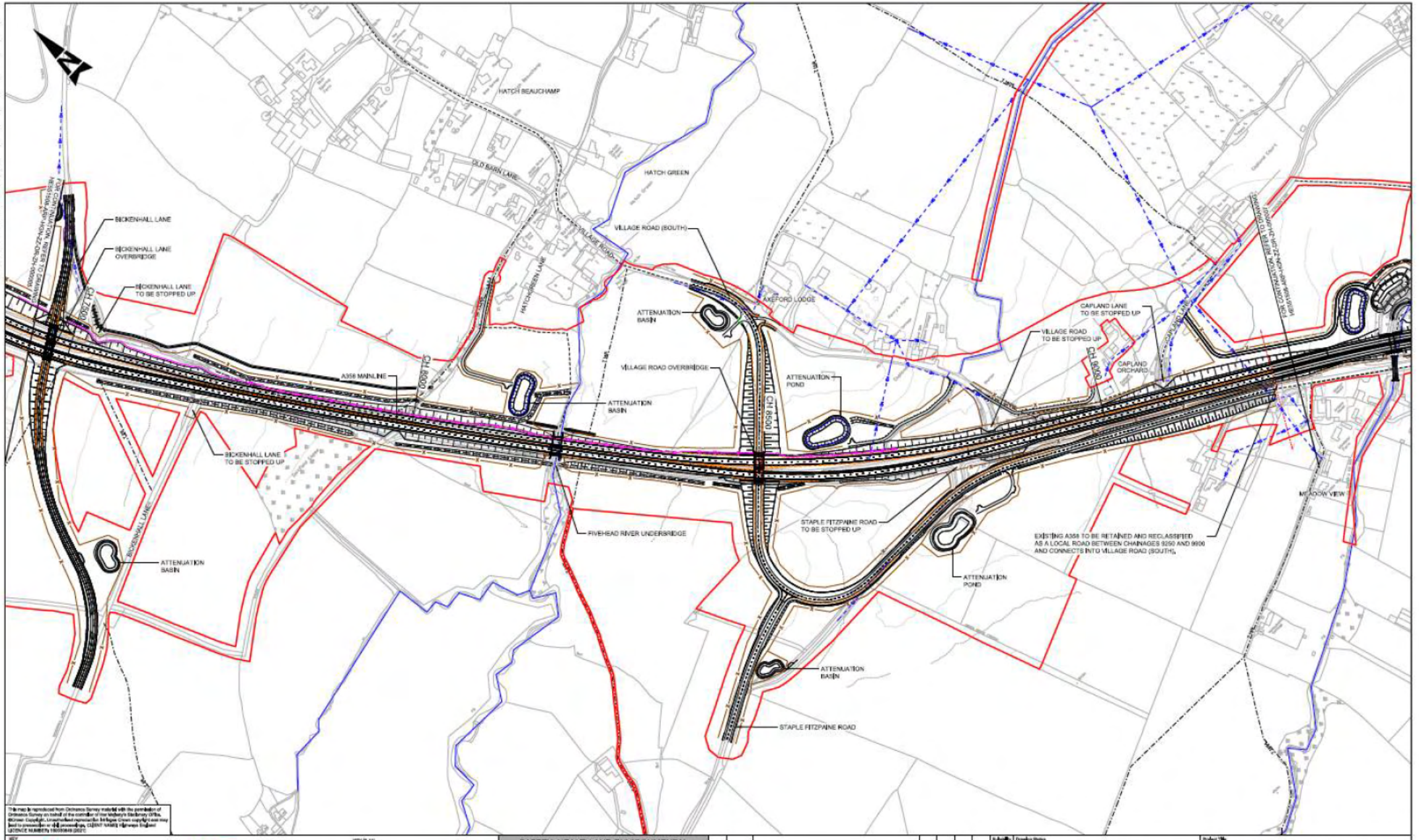
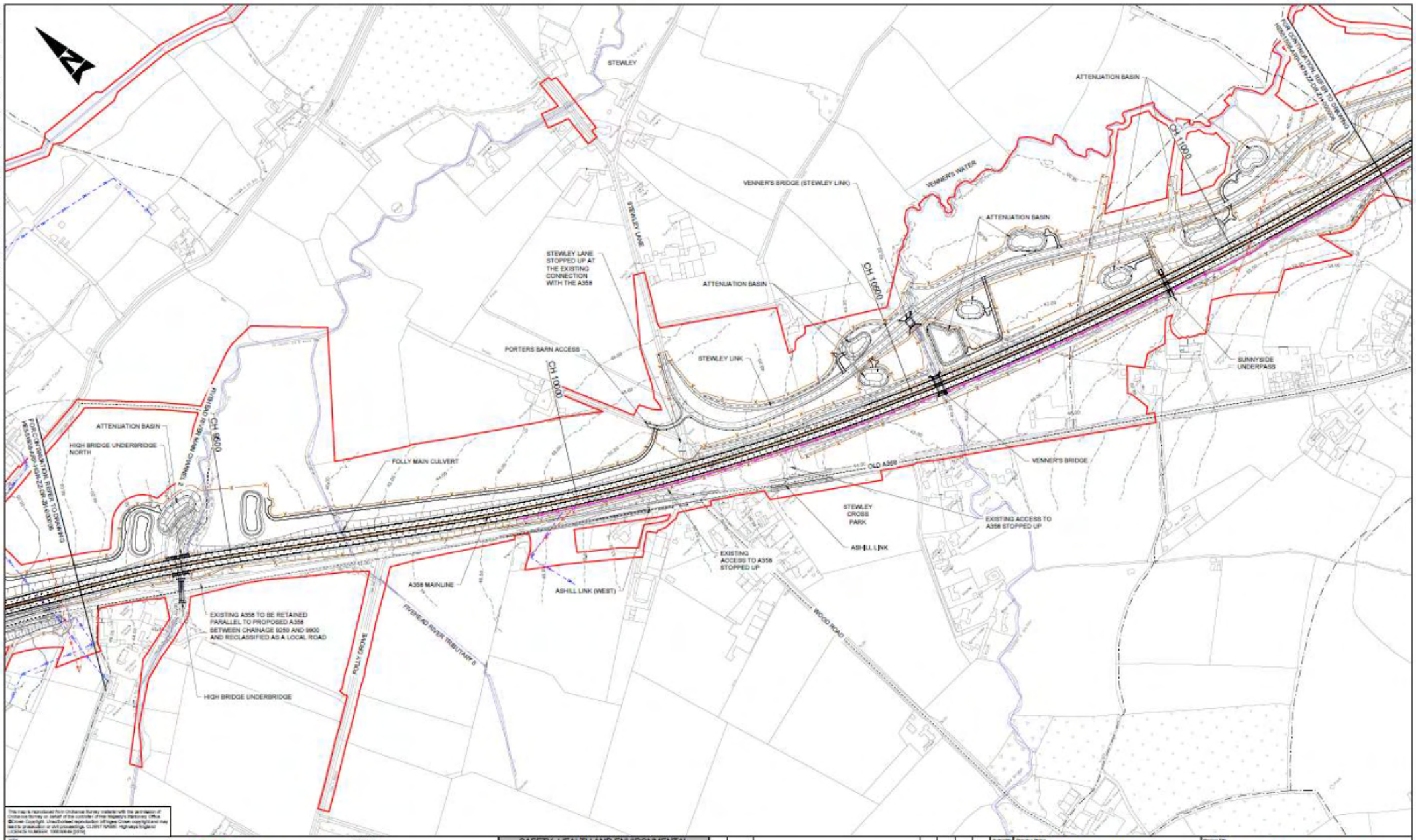
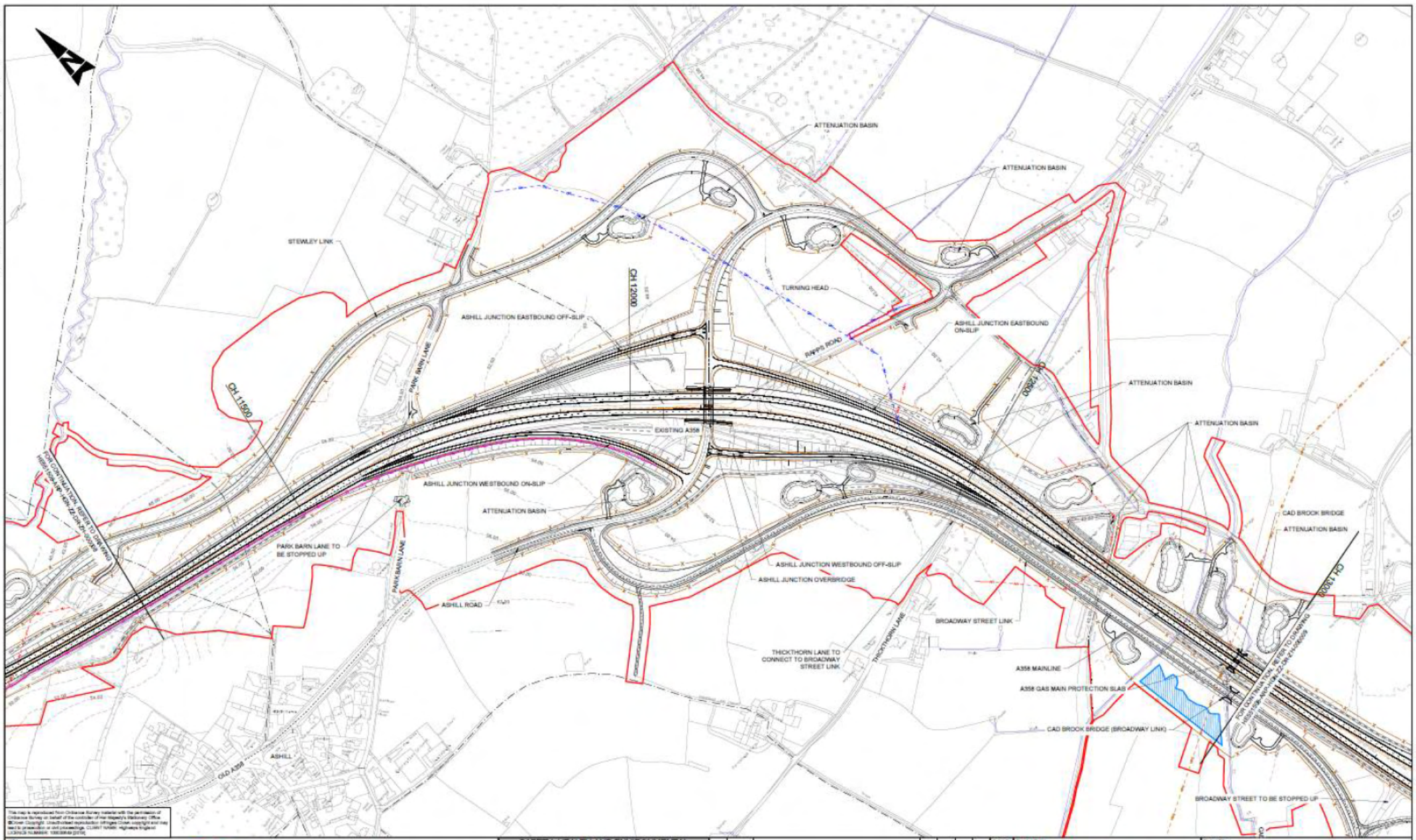
Drawing Number: HE551508 - ARP - HGN - ZZ - DR - ZH - 000005

Revision: P01


DO NOT SCALE
HATCH BEAUCHAMP
OLD BARN LANE
HATCH GREEN
VILLAGE ROAD (SOUTH)
BICKENHALL LANE
BICKENHALL LANE OVERBRIDGE
BICKENHALL LANE TO BE STOPPED UP
A358 MAINLINE
ATTENUATION BASIN
VILLAGE ROAD OVERBRIDGE
ATTENUATION POND
AXEFORD LODGE
CAPLAND LANE TO BE STOPPED UP
VILLAGE ROAD TO BE STOPPED UP
CAPLAND ORCHARD
MEADOW VIEW
FIVEHEAD RIVER UNDERBRIDGE
STAPLE FITZPAINE ROAD TO BE STOPPED UP
EXISTING A358 TO BE RETAINED AND RECLASSIFIED AS A LOCAL ROAD BETWEEN CHAINAGES 9250 AND 9900 AND CONNECTS INTO VILLAGE ROAD (SOUTH).
STAPLE FITZPAINE ROAD
KEY PLAN
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
S2 SUITABLE FOR INFORMATION
A358 TAUNTON TO SOUTHFIELDS
A358 GENERAL ARRANGEMENT SECTION 3 BICKENHALL LANE TO CAPLAND
TAYLOR WOODROW
ARUP
RAMBOLL
national highways
HE551508 - ZZ - ARP - DR - ZH - 000006 P01


DO NOT SCALE
STEWLEY
ATTENUATION BASIN
VENNER'S BRIDGE (STEWLEY LINK)
VENNER'S WATER
CH 1000
STEWLEY LANE STOPPED UP AT THE EXISTING CONNECTION WITH THE A358
STEWLEY LANE
ATTENUATION BASIN
CH 1600
PORTERS BARN ACCESS
CH 1000
STEWLEY LINK
SUNNYSIDE UNDERPASS
ATTENUATION BASIN
HIGH BRIDGE UNDERBRIDGE NORTH
FOLLY MAIN CULVERT
CH 9600
OLD A358
VENNER'S BRIDGE
STEWLEY CROSS PARK
EXISTING ACCESS TO A358 STOPPED UP
ASHILL LINK
EXISTING ACCESS TO A358 STOPPED UP
A358 MAINLINE
ASHILL LINK (WEST)
EXISTING A358 TO BE RETAINED PARALLEL TO PROPOSED A358 BETWEEN CHAINAGE 9250 AND 9900 AND RECLASSIFIED AS A LOCAL ROAD
FIVEHEAD RIVER TRIBUTARY 6
FOLLY DROVE
WOOD ROAD
HIGH BRIDGE UNDERBRIDGE
KEY
PROPOSED SCHEME BOUNDARY
EXISTING HIGH VOLTAGE (TWO) UNDERGROUND ELECTRICITY CABLE
EXISTING HIGH VOLTAGE OVERHEAD LINE
EXISTING HIGH PRESSURE GAS MAIN
BLIGHTED PROPERTIES
PROPOSED FLOOD COMPENSATION AREA
HIGHWAY FENCING
PROPOSED SURFACE WATER CHANNEL
EXISTING WATERCOURSE
PROPOSED WCH ROUTE
EXISTING PROW
PROPOSED VEHICLE RESTRAINT SYSTEM
PROPOSED NOISE BARRIER
KEY PLAN
NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.
3. HIGH RISK UTILITIES SHOWN ON THESE DRAWINGS ARE SHOWN INDICATIVELY AND BASED ON INFORMATION PROVIDED BY OTHERS. THEREFORE ITS ACCURACY CANNOT BE GUARANTEED. OTHER EXISTING SERVICES MAY ALSO BE PRESENT.
4. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)
CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)
MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)
USE
(ENTER "NONE" IF APPLICABLE)
DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)
P01 20/09/21 ISSUED FOR INFORMATION
Suitability S2 SUITABLE FOR INFORMATION
TAYLOR WOODROW together @ VINCI
ARUP
RAMSOLL
national highways
Project Title: A358 TAUNTON TO SOUTHFIELDS
Drawing Title: A358 GENERAL ARRANGEMENT SECTION 3 CAPLAND TO ASHILL JUNCTION
Scale: 1:2500
Original Size: A1
Date: 20/09/21
Drawing Number: HE551508 - ARP - HGN - ZZ - DR - ZH - 000007
Revision: P01



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Check	Appvd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	RV

Suitability: S2 SUITABLE FOR INFORMATION

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 GENERAL ARRANGEMENT SECTION 4 ASHILL JUNCTION

Scale	By	Checked	Approved	Authorised
1:2500				

Original Size	Date	Date	Date	Date
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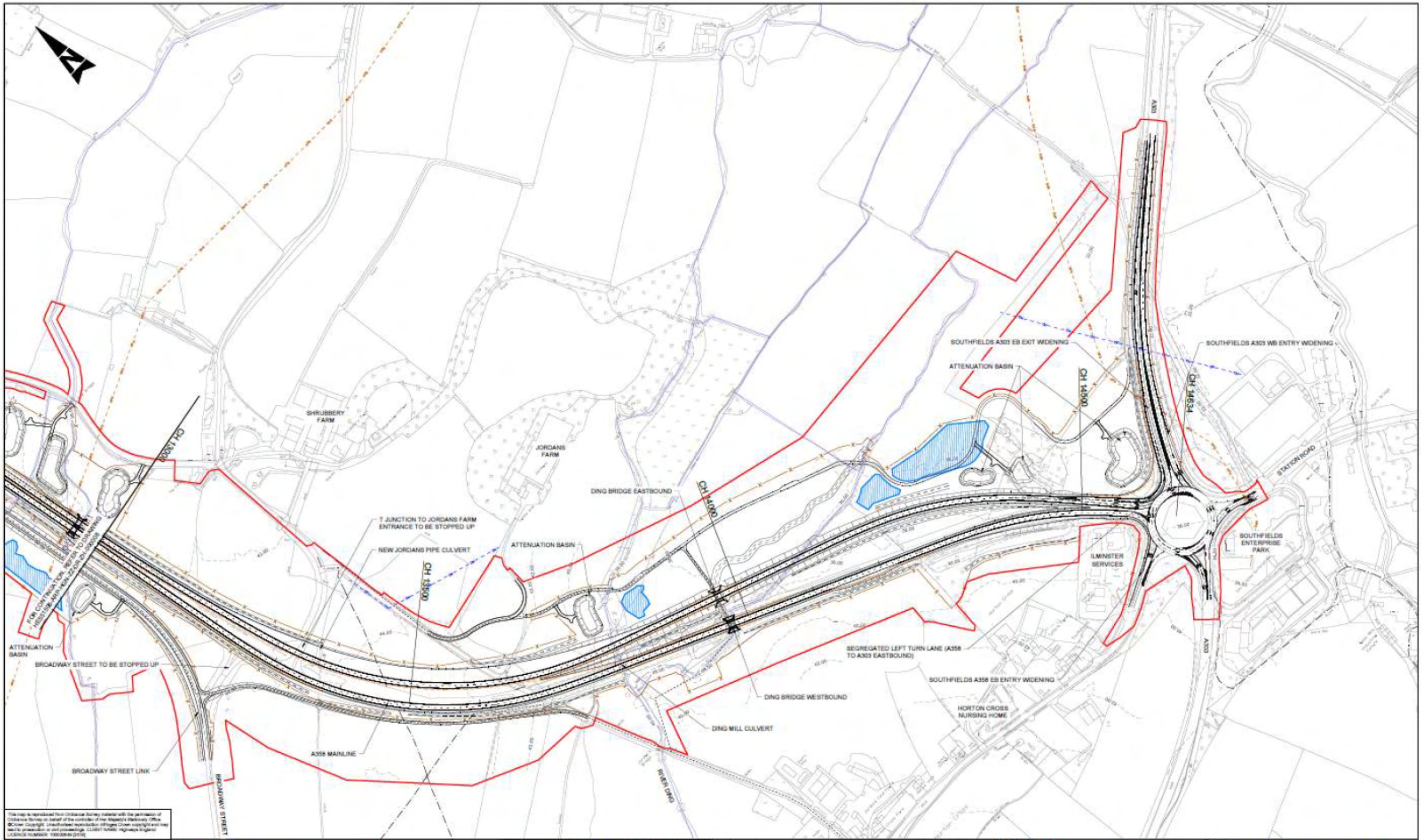
Drawing Number: HE551508 - ZZ | Originator: ARP | Volume: HGN | - DR - ZH - 000008 (Location | Type | Role | Number)

Revision: P01

DO NOT SCALE



KEY

- PROPOSED SCHEME BOUNDARY
- EXISTING HIGH VOLTAGE (11kV) UNDERGROUND ELECTRICITY CABLE
- EXISTING HIGH VOLTAGE OVERHEAD LINE
- EXISTING HIGH PRESSURE GAS MAIN
- BLIGHTED PROPERTIES
- PROPOSED FLOOD COMPENSATION AREA
- HIGHWAY FENCING
- PROPOSED SURFACE WATER CHANNEL
- EXISTING WATERCOURSE
- PROPOSED WCH ROUTE
- EXISTING PROW
- PROPOSED VEHICLE RESTRAINT SYSTEM
- PROPOSED NOISE BARRIER

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.
3. HIGH RISK UTILITIES SHOWN ON THESE DRAWINGS ARE SHOWN INDICATIVELY AND BASED ON INFORMATION PROVIDED BY OTHERS. THEREFORE ITS ACCURACY CANNOT BE GUARANTEED. OTHER EXISTING SERVICES MAY ALSO BE PRESENT.
4. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Chk'd	Appr'd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	SV

Suitability	Drawing Status
S2	SUITABLE FOR INFORMATION

Client: National Highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 GENERAL ARRANGEMENT SECTION 4 ASHILL JUNCTION TO SOUTHFIELDS ROUNDABOUT

Scale	By	Checked	Approved	Authorised
1:2500	[redacted]			

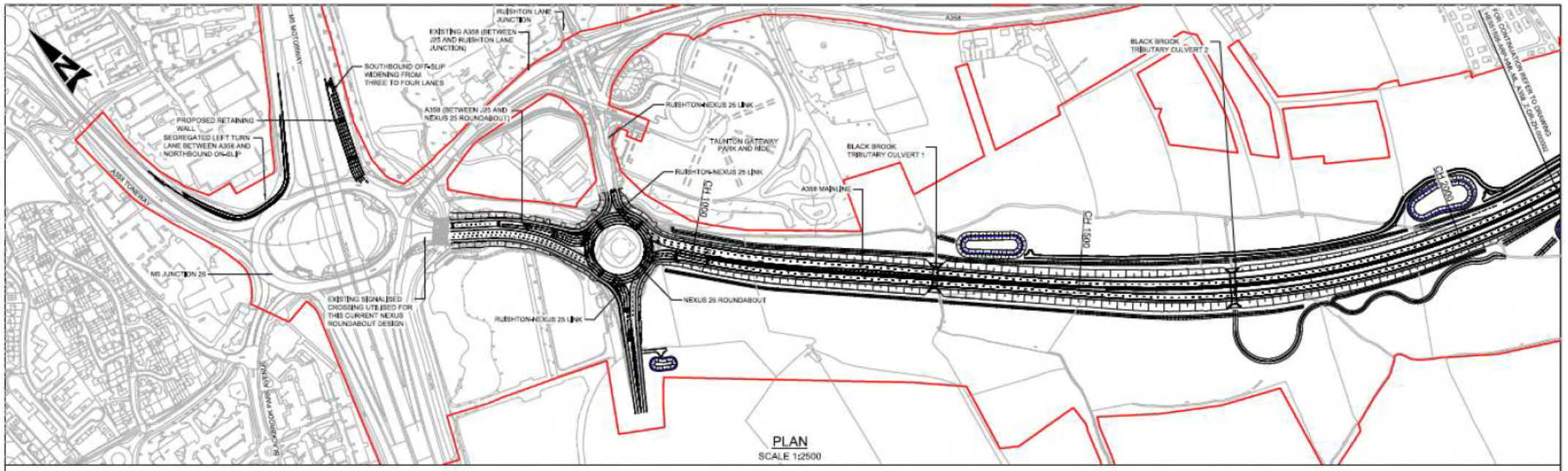
Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

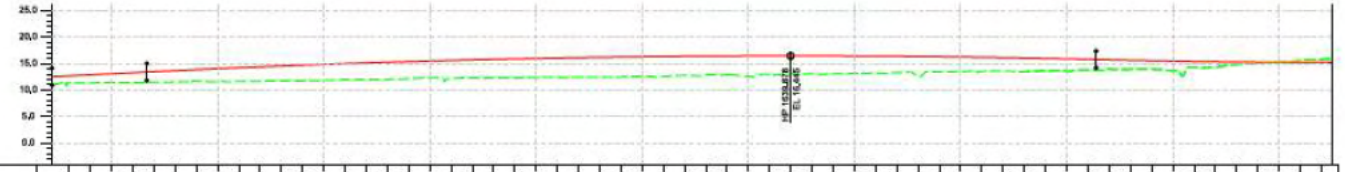
Drawing Number: HE551508 - ZZ - ARP - HGN - DR - ZH - 000009

Revision: P01

Appendix 4.22d

Plan and profile drawings





CHAINAGE	960,000 … 2140,000
EXISTING LEVEL	11.437 … 15.601
PROPOSED LEVEL	12.676 … 15.601
HORIZONTAL GEOMETRY	L = 158,907m R = 1440,000m; L = 86,000m Ls = 351.910m; L = 312,384m; L = 119,000m Ls = 351.799m; L = 676,277m R = 1040,000m
VERTICAL GEOMETRY	L = 89,600m G = 1,00%; L = 894,234m K = -896; L = 487,286m K = 500
SUPERELEVATION	LL = -2.5% LL = -2.5% LL = +2.5% LL = +2.5% LL = +5.0% LL = +5.0%; RL = 3.5% RL = 3.5% RL = -2.5% RL = -2.5% RL = 5.0% RL = 5.0%

PROFILE
SCALE 1:2500H 1:500V

PLAN KEY
PROPOSED SCHEME BOUNDARY
PROFILE KEY
PROPOSED LEVELS
existing LEVELS

NOTES
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Apprd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MH	SV

Suitability: S2 — SUITABLE FOR INFORMATION

Taylor Woodrow joint venture · ARUP · RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

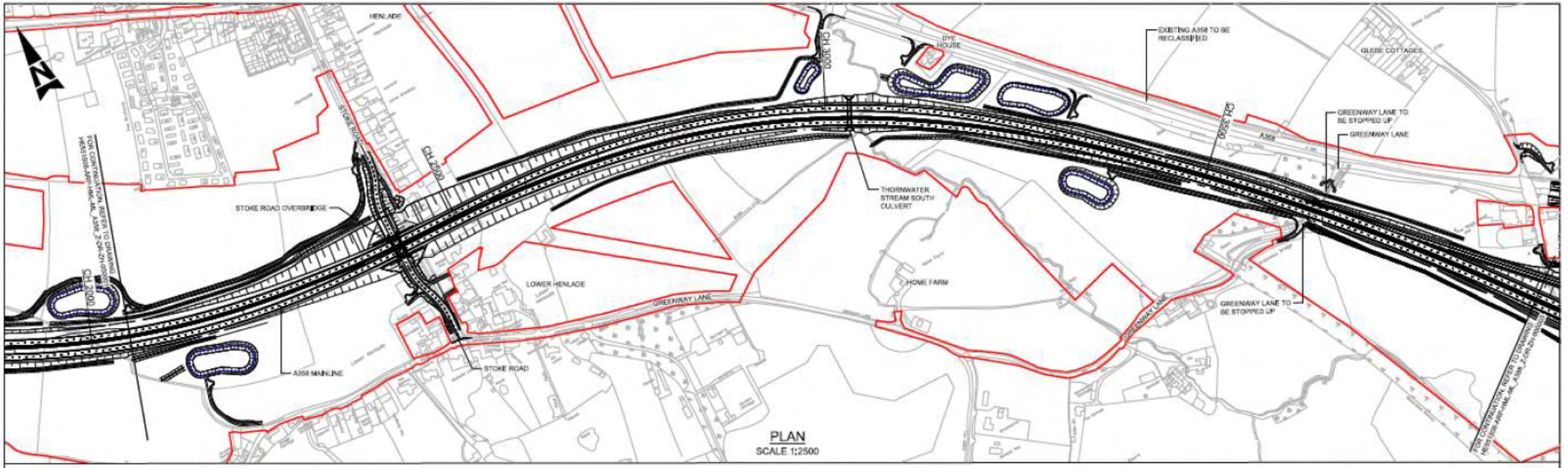
Drawing Title: A358 PLAN AND PROFILE SECTION 1 M5 JUNCTION 25 TO NEXUS ROUNDABOUT

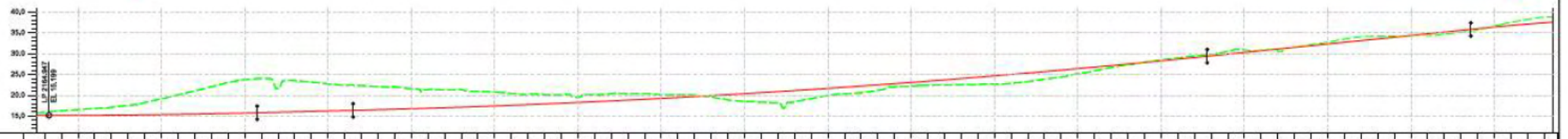
Scale	By	Checked	Approved	Authorised
N/A				

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - HML - ML_A358_Z - DR - ZH - 000001 (Location | Type | Role | Number)

Revision: P01





CHAINAGE	2160.000 … 3960.000
EXISTING LEVEL	15.918 … 38.804
PROPOSED LEVEL	15.199 … 37.457
HORIZONTAL GEOMETRY	L = 676.277m R = 1040.000m; L = 119.000m Ls = 351.799m; L = 96.713m; L = 122.000m Ls = 352.761m; L = 906.807m R = 1020.000m; L = 690.960m R = 3000.000m; L = 624.54m R = 3000.000m
VERTICAL GEOMETRY	L = 487.286m K = 500; L = 115.148m G = 0.50%; L = 1025.264m K = 666; L = 316.437m G = 2.04%; L = 861.515m K = 182
SUPERELEVATION	LL = +0.5% RL = -0.5% … LL = +2.5% RL = -2.5% … LL = +2.5% RL = -2.5%

PROFILE
SCALE 1:2500H 1:500V

PLAN KEY
- PROPOSED SCHEME BOUNDARY

PROFILE KEY
- PROPOSED LEVELS
- EXISTING LEVELS

NOTES
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THIS FOR A COMPLETE HAZARD/RISK REGISTER, REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG.

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	KH	MK	SV

Suitability: S2 — SUITABLE FOR INFORMATION

TAYLOR WOODROW joint venture with VINCI
ARUP
RAMBOLL
Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 PLAN AND PROFILE SECTION 1 STOKE ROAD CROSSING TO MATTOCK'S TREE GREEN JUNCTION

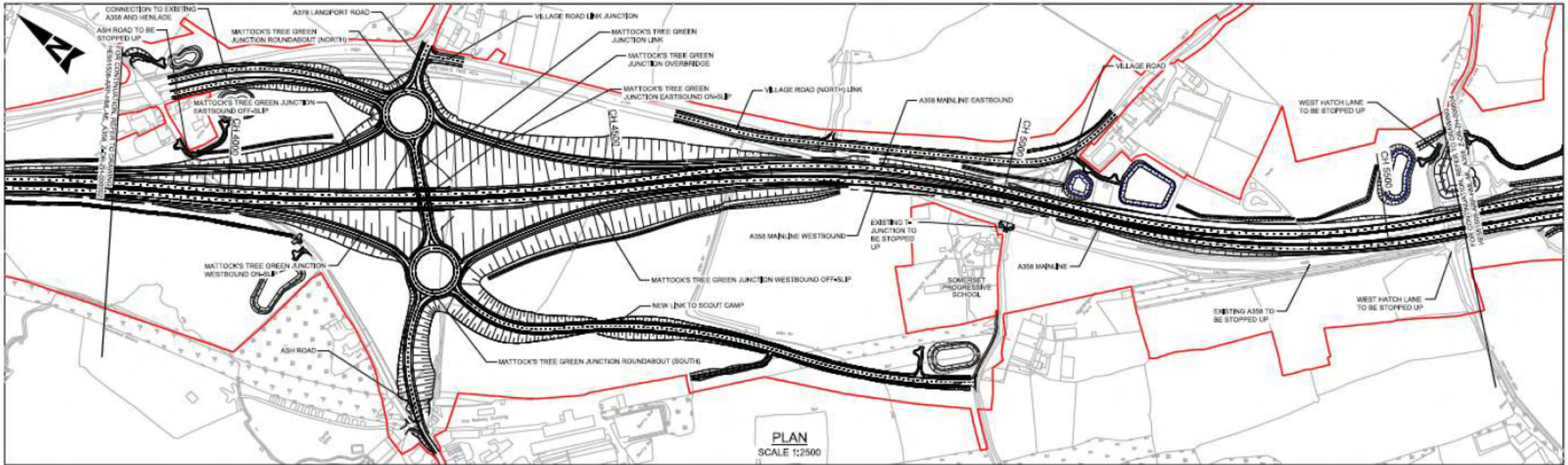
Scale	By	Checked	Approved	Authorised
N/A	[redacted]			

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 – ARP – HML – ML_A358_Z – DR – ZH – 000002 (Project – Originator – Volume – Location – Type – Role – Number)

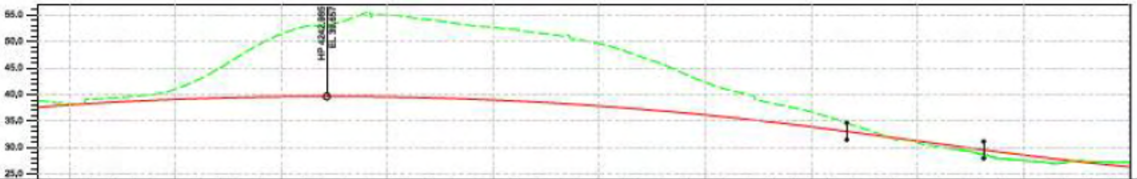
Revision: P01

DO NOT SCALE



PLAN

SCALE 1:2500

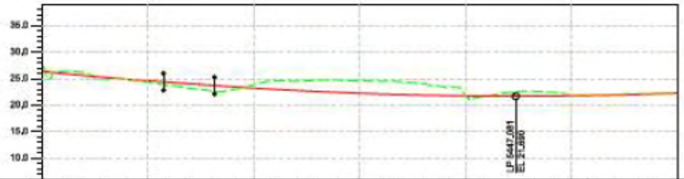


CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL
3980.000	38.658	37.757
4000.000	38.262	38.035
4020.000	39.161	38.291
4040.000	39.373	38.525
4060.000	39.848	38.737
4080.000	40.033	38.927
4100.000	41.019	39.095
4120.000	42.646	39.241
4140.000	44.772	39.365
4160.000	47.251	39.467
4180.000	49.575	39.548
4200.000	51.411	39.606
4220.000	52.728	39.642
4240.000	53.158	39.656
4260.000	53.831	39.649
4280.000	55.486	39.619
4300.000	54.987	39.567
4320.000	54.613	39.494
4340.000	54.091	39.398
4360.000	53.581	39.280
4380.000	53.014	39.141
4400.000	52.889	38.979
4420.000	52.265	38.796
4440.000	51.671	38.590
4460.000	51.171	38.363
4480.000	50.368	38.113
4500.000	49.802	37.842
4520.000	48.491	37.548
4540.000	47.873	37.233
4560.000	46.877	36.896
4580.000	43.919	36.536
4600.000	42.288	36.155
4620.000	40.989	35.752
4640.000	40.014	35.326
4660.000	38.449	34.879
4680.000	37.661	34.410
4700.000	36.696	33.919
4720.000	35.532	33.405
4740.000	34.175	32.871
4760.000	32.851	32.333
4780.000	31.437	31.794
4800.000	30.962	31.256
4820.000	30.172	30.716
4840.000	29.589	30.177
4860.000	28.742	29.638
4880.000	27.926	29.107
4900.000	27.612	28.596
4920.000	27.285	28.105
4940.000	27.182	27.633
4960.000	27.438	27.182
4980.000	27.321	26.751
5000.000	27.282	26.339

HORIZONTAL GEOMETRY: L = 624,544m R = 3000,000m | L = 122,000m Ls = 352,761m | L = 245,840m R = 1020,000m | L = 122,000m Ls = 352,761m

VERTICAL GEOMETRY: L = 861,515m K = -182 | L = 129,163m G = -2,69% | L = 638,972m K = 200

SUPERELEVATION: LL = -2,5% RL = -2.5% | LL = -2,5% | LL = 5,0% RL = -2.5% RL = -5.0% | LL = 5,0% RL = -5.0% | LL = -0,0% RL = -2.5%



CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL
5020.000	26.335	25.963
5040.000	26.115	25.594
5060.000	24.810	25.245
5080.000	24.812	24.916
5100.000	24.293	24.607
5120.000	23.736	24.318
5140.000	23.190	24.034
5160.000	22.685	23.750
5180.000	22.870	23.473
5200.000	23.851	23.216
5220.000	24.582	22.979
5240.000	24.486	22.762
5260.000	24.673	22.565
5280.000	24.711	22.388
5300.000	24.507	22.230
5320.000	24.541	22.093
5340.000	24.398	21.976
5360.000	24.004	21.879
5380.000	23.400	21.802
5400.000	21.673	21.745
5420.000	21.657	21.708
5440.000	22.362	21.691
5460.000	22.626	21.694
5480.000	22.456	21.717
5500.000	21.975	21.760
5520.000	21.944	21.823
5540.000	22.025	21.905
5560.000	22.091	22.008
5580.000	22.237	22.131
5600.000	22.282	22.274

HORIZONTAL GEOMETRY: L = 15,000m Ls = 267,037m | L = 91,062m | L = 69,850m Ls = -267,166m | L = 366,534m R = 1021,871m | L = 69,850m Ls = -267,166m

VERTICAL GEOMETRY: L = 252,872m K = 200 | L = 48,153m G = -1,62% | L = 551,232m K = 200

SUPERELEVATION: RL = -2.5% | RL = -2.5% | RL = 5.0% | RL = 5.0% | RL = -1.0%

PROFILE

SCALE 1:2500H 1:500V

PROFILE

SCALE 1:2500H 1:500V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION

(TO BE POPULATED)

MAINTENANCE / CLEANING

(TO BE POPULATED)

USE

(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION

(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Apprd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	BV

Suitability: S2 | Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

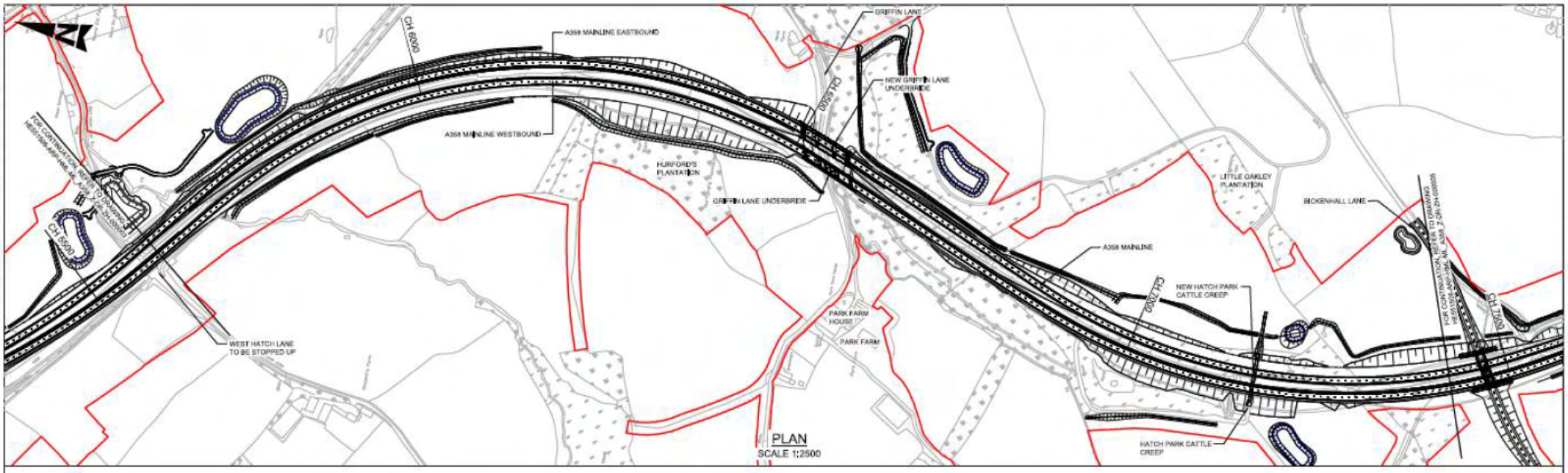
Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 PLAN AND PROFILE SECTION 2 MATTOCK'S TREE GREEN JUNCTION

Scale	By	Checked	Approved	Authorised
N/A	[redacted]			
Original Size: A1	Date: 20/09/21	Date: 20/09/21	Date: 21/09/21	Date: 21/09/21

Drawing Number: HE551508 - ARP - HML ML_A358_Z - DR - ZH - 000003

Revision: P01



PROFILE

SCALE 1:2500H 1:500V

KEY PLAN

NOTES

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KEY

PROPOSED SCHEME BOUNDARY

Horizontal key

PROPOSED LEVELS

EXISTING LEVELS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS AND NORMALLY ASSOCIATED WITH THIS TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THAT FOLLOWING SIGNIFICANT RESIDUAL HAZARDS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).
CONSTRUCTION (TO BE POPULATED)
MAINTENANCE / CLEANING (TO BE POPULATED)
USE (TO BE POPULATED)
DECOMMISSIONING / DEMOLITION (TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	KH	MK	AV

Suitability: S2 — SUITABLE FOR INFORMATION

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 PLAN AND PROFILE SECTION 2/3 MATTOCK'S TREE GREEN JUNCTION TO BICKENHALL LANE

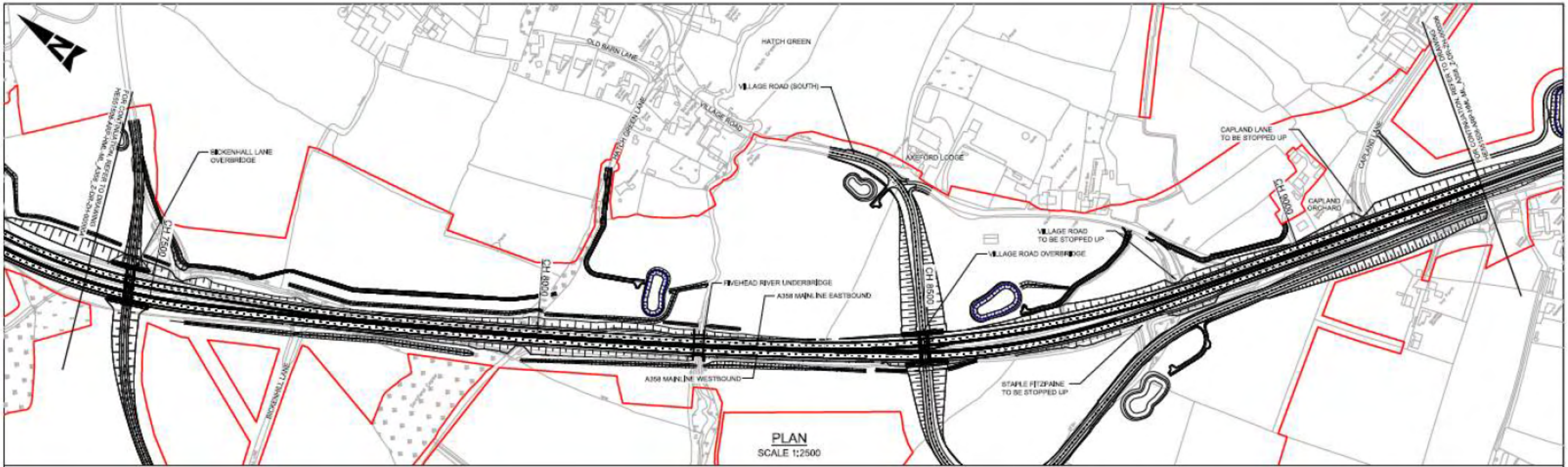
Scale	By	Checked	Approved	Authorised
N/A	[redacted]			

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 – ARP – HML – ML_A358_Z – DR – ZH – 000004

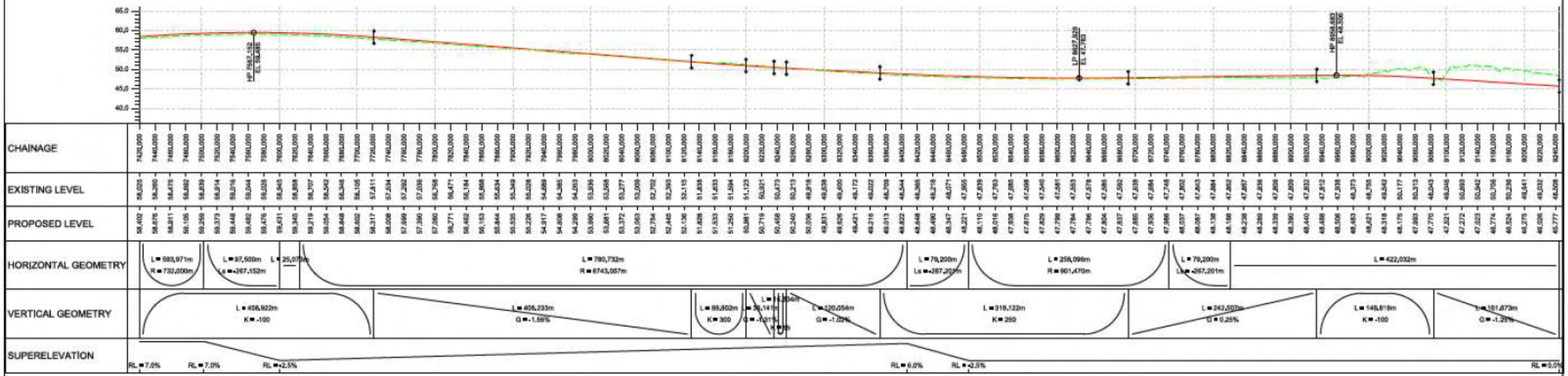
Revision: P01

DO NOT SCALE



PLAN

SCALE 1:2500



PROFILE

SCALE 1:2500H 1:500V

PLAN KEY

- PROPOSED SCHEME BOUNDARY

PROFILE KEY

- PROPOSED LEVELS
- EXISTING LEVELS

NOTES

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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chk'd	Appr'd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together with VINCI

ARUP RAMBOLL

Client: national highways

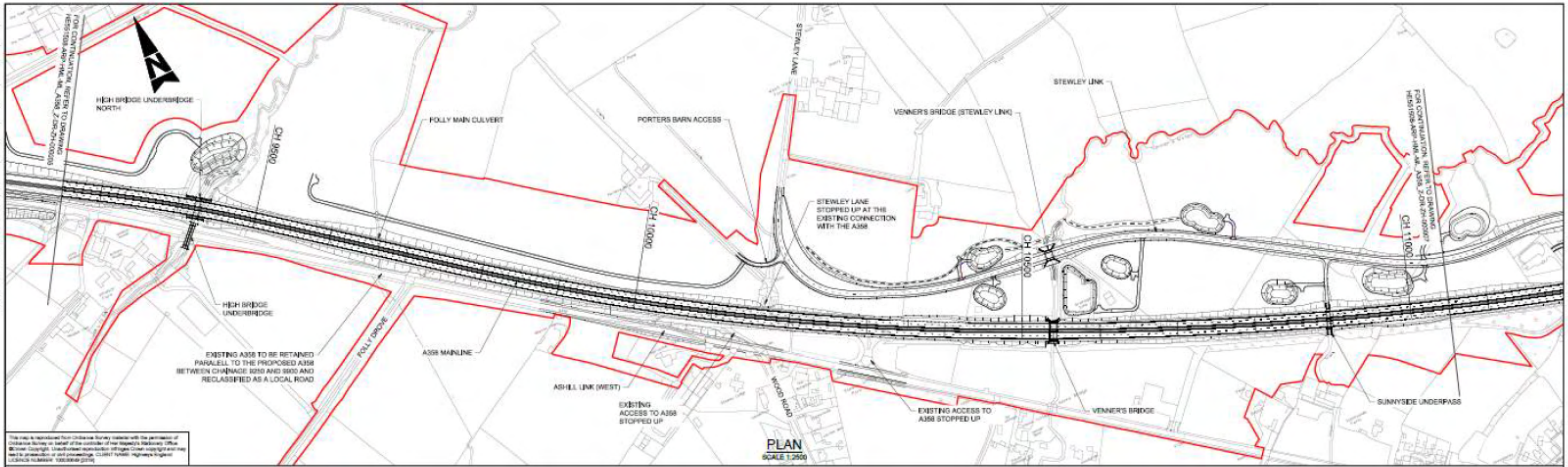
Project Title: A358 TAUNTON TO SOUTHFIELDS

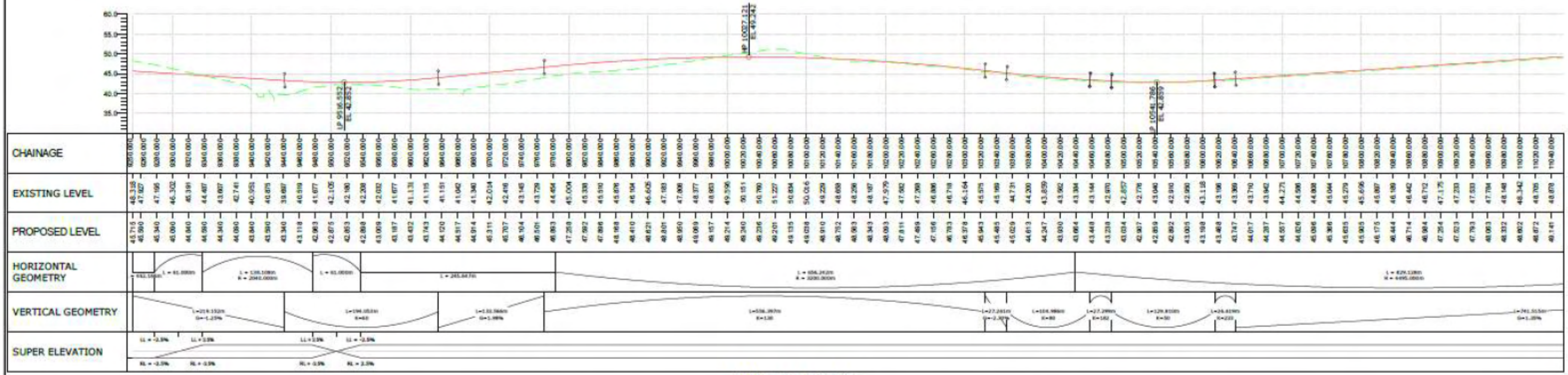
Drawing Title: A358 PLAN AND PROFILE SECTION 3 BICKENHALL LANE TO CAPLAND

Scale	By	Checked	Approved	Authorised
N/A	[redacted]			
Original Size: A1	Date: 20/09/21	Date: 20/09/21	Date: 21/09/21	Date: 21/09/21

Drawing Number: HE551508 - ARP - HML ML_A358_Z -DR-ZH-000005

Revision: P01





MAINLINE PROFILE

SCALE 1:2500H 1:500V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

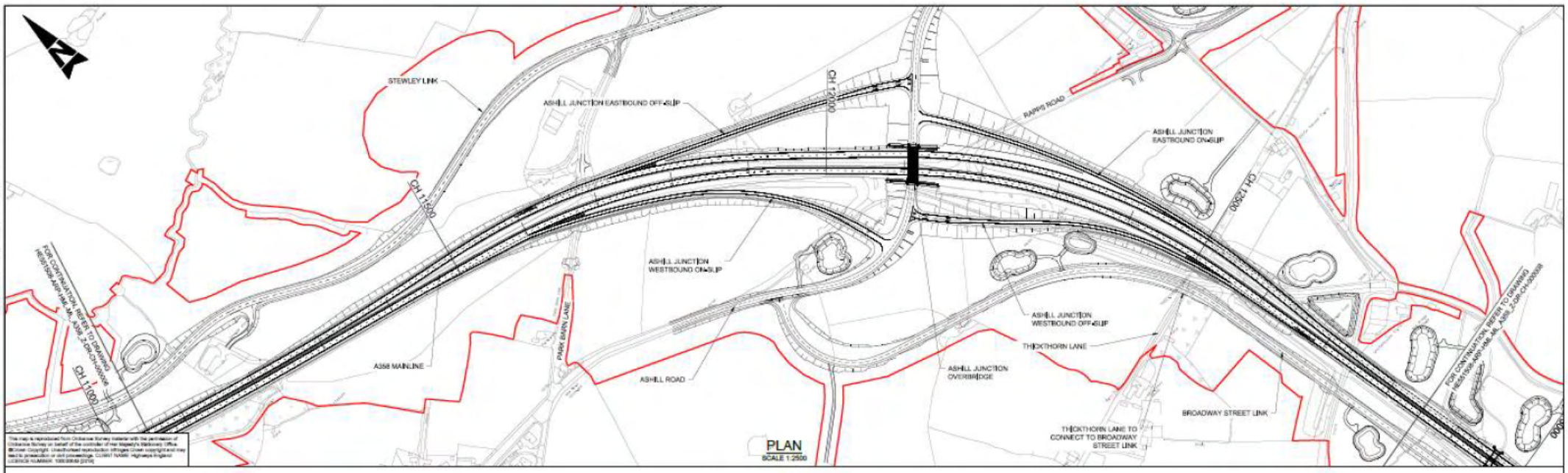
Drawing Title: A358 PLAN AND PROFILE SECTION 3 CAPLAND TO ASHILL JUNCTION

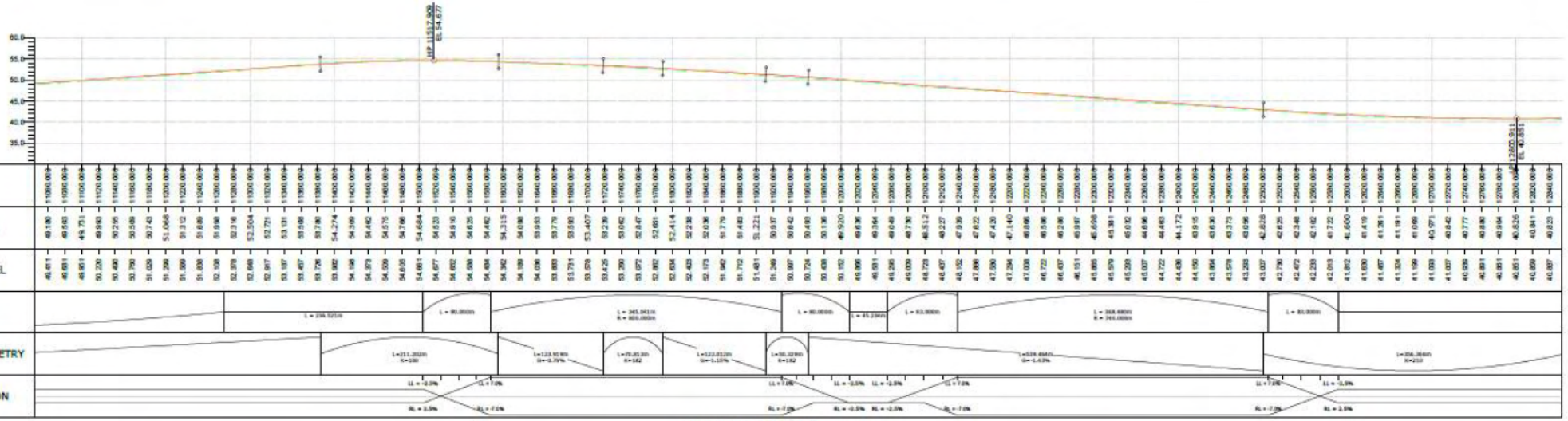
Scale	By	Checked	Approved	Authorised
As Shown	[redacted]			

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - HML ML_A358_Z - DR - ZH - 000006

Revision: P01





MAINLINE PROFILE

SCALE 1:2500H 1:500V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)
CONSTRUCTION (ENTER "NONE" IF APPLICABLE)
MAINTENANCE / CLEANING (ENTER "NONE" IF APPLICABLE)
USE (ENTER "NONE" IF APPLICABLE)
DECOMMISSIONING / DEMOLITION (ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Check	Appvd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	MK	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @VINCI
ARUP RAMBOLL
Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: A358 PLAN AND PROFILE SECTION 4 ASHILL JUNCTION

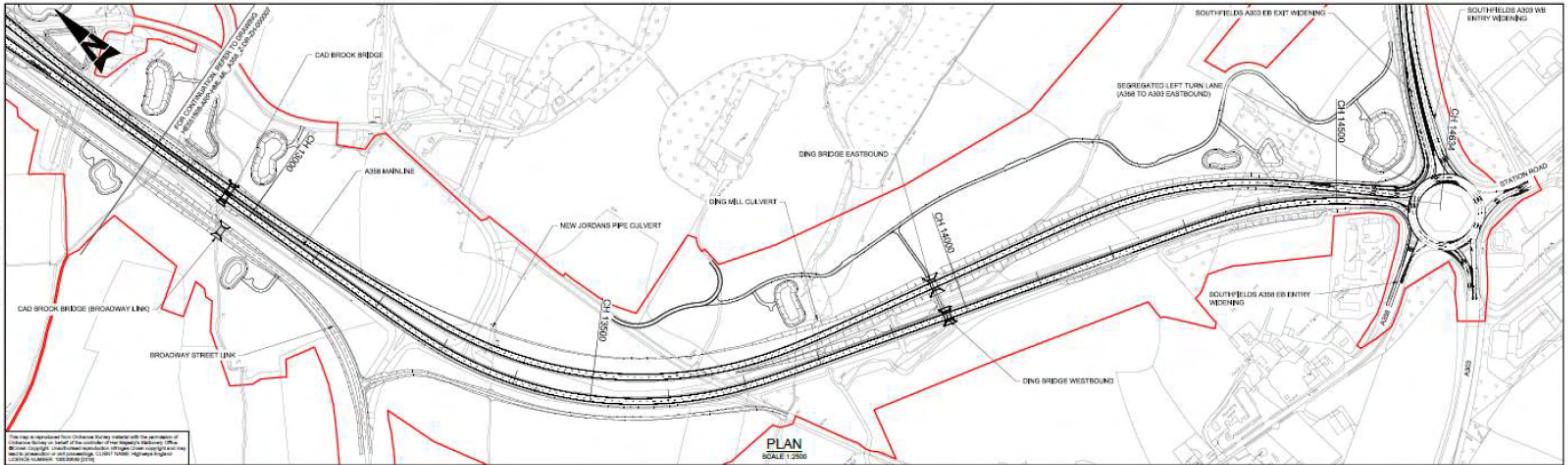
Scale	By	Checked	Approved	Authorised
As Shown				

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 ! ARP ! HML ML_A358_Z - DR - ZH - 000007
(HE Prj No | Originator | Volume | Location | Type | Role | Number)

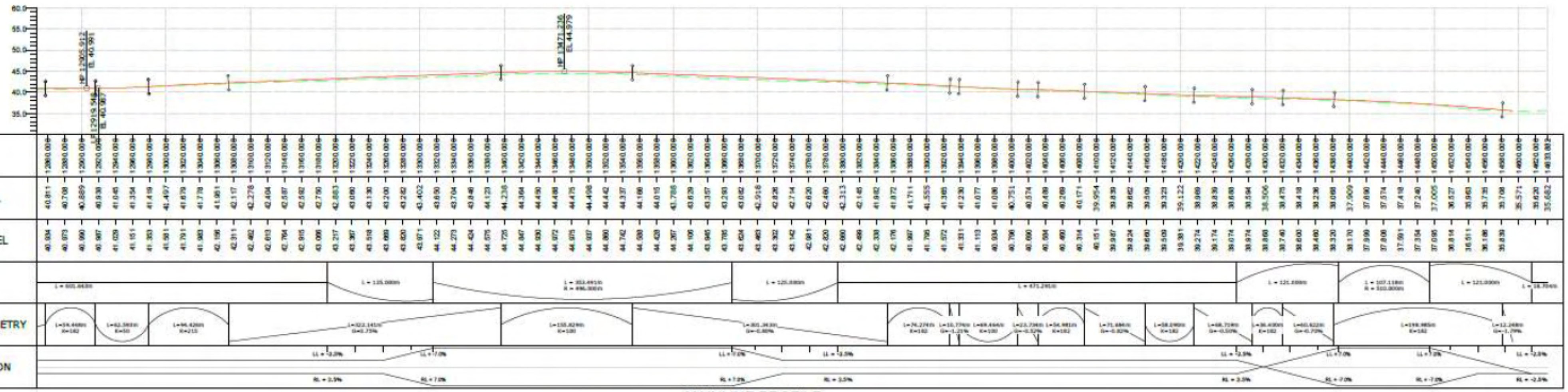
Revision: P01

DO NOT SCALE



PLAN

SCALE 1:2500



MAINLINE PROFILE

SCALE 1:2500H 1:500V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE
3. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT

KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Chkd	Apprd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

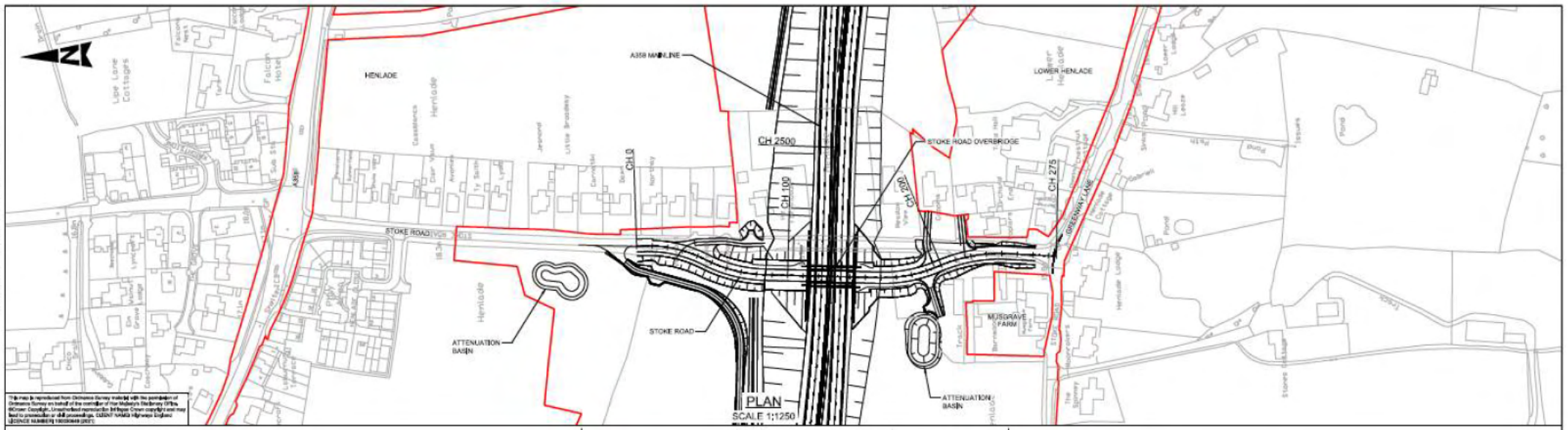
Drawing Title: A358 PLAN AND PROFILE SECTION 4 ASHILL JUNCTION TO SOUTHFIELDS ROUNDABOUT

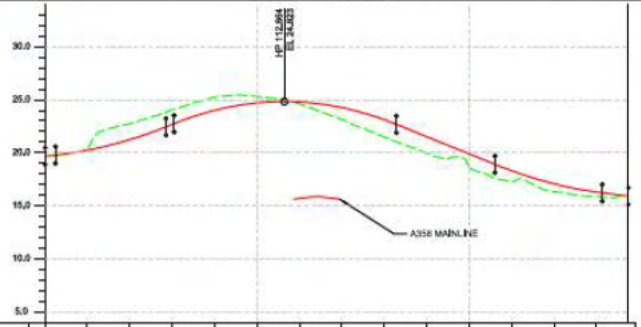
Scale	By	Checked	Approved	Authorised
As Shown	[redacted]			

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - HML ML_A358_Z - DR - ZH - 000008

Revision: P01





CHAINAGE	0.000	20.000	40.000	60.000	80.000	100.000	120.000	140.000	160.000	180.000	200.000	220.000	240.000	260.000
EXISTING LEVEL	19.669	20.307	22.733	24.068	25.353	25.282	24.568	23.126	21.451	19.965	18.555	17.296	16.329	15.451
PROPOSED LEVEL	19.669	20.236	21.295	22.674	23.992	24.690	24.784	24.296	23.114	21.514	19.889	18.295	17.071	16.288
HORIZONTAL GEOMETRY	L = 4.843m	L = 40.469m R = 80.000m		L = 40.103m R = 90.000m		L = 73.366m			L = 39.100m R = 90.000m		L = 46.167m R = 100.000m		L = 30.856m	
VERTICAL GEOMETRY	L = 4.843m G = 2.21%	L = 62.110m K = 9	L = 3.611m G = 0.07%			L = 104.807m K = -7			L = 46.456m G = -6.19%		L = 50.599m K = 9	L = 2.999m G = -2.00%		
SUPERELEVATION	LL = -2.5%												LL = -2.5%	
	RL = -2.5%												RL = -2.5%	

STOKE ROAD PROFILE

SCALE 1:1250H 1:250V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

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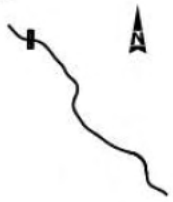
KEY PLAN



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RESIDUAL HAZARDS/RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE/CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING/DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Apprd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability: S2 SUITABLE FOR INFORMATION

Taylor Woodrow together a VINCI | ARUP | RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

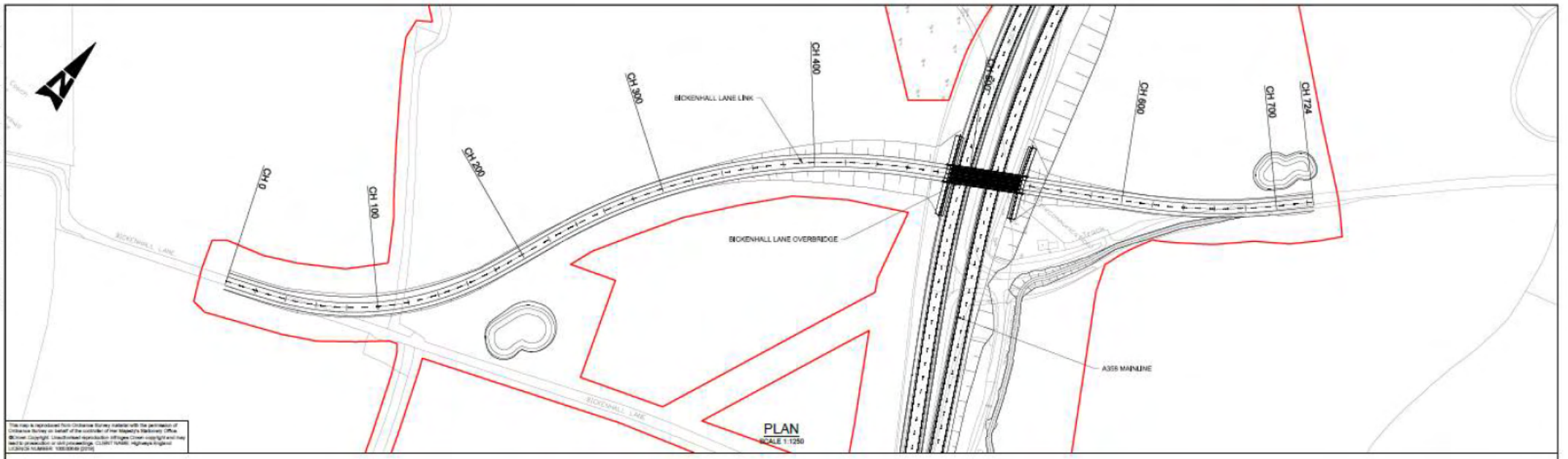
Drawing Title: STOKE ROAD PLAN AND PROFILE SECTION 1 SHEET 1

Scale	By	Checked	Approved	Authorised
N/A	[redacted]			

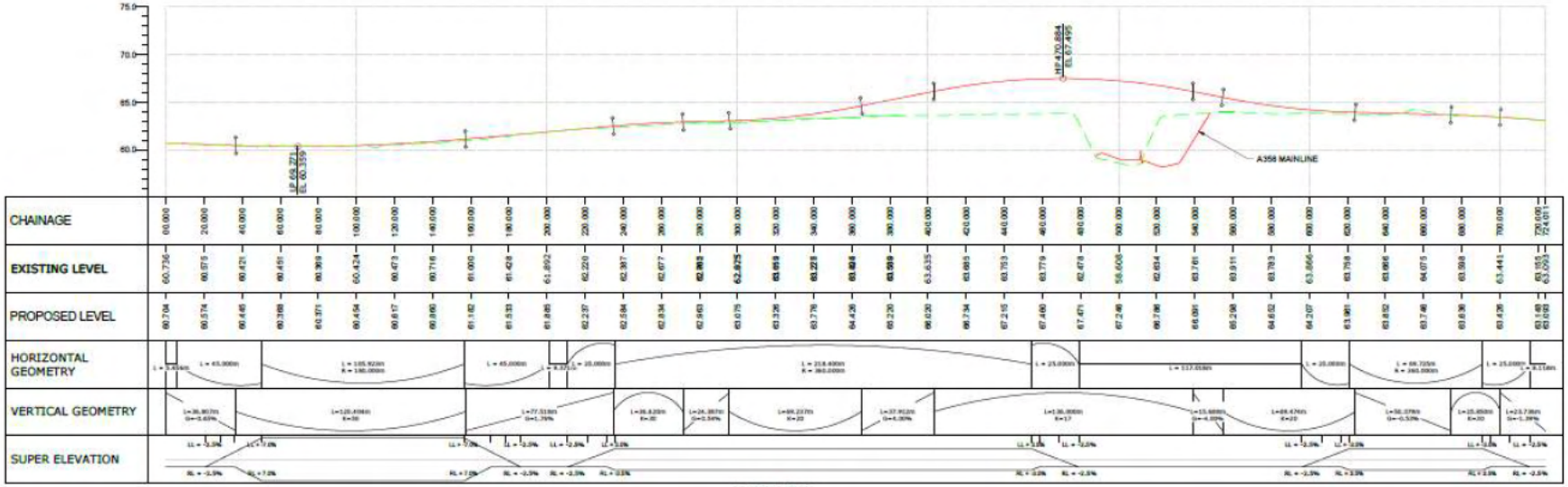
Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - OB_2450 | ARP - DR - ZH - 000001 | Revision: P01

Originator | Volume | Type | Role | Number



PLAN
SCALE 1:1250



PROFILE
SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORKS DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG):

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP RAMSOLL
Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

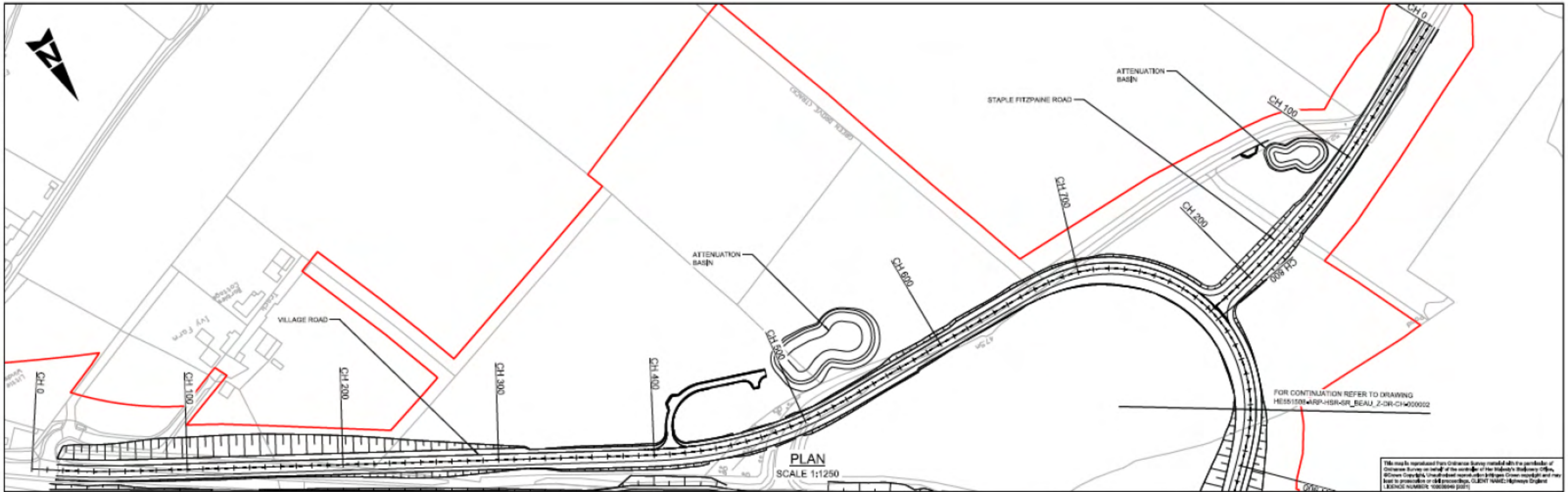
Drawing Title: BICKENHALL LANE LINK
PLAN AND PROFILE
SECTION 3
SHEET 1

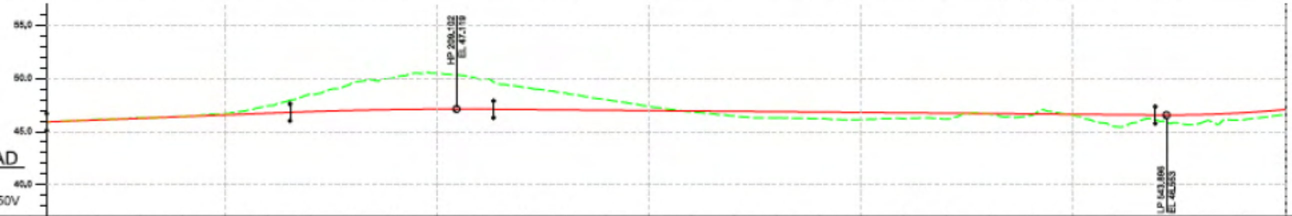
Scale	By	Checked	Approved	Authorised
As Shown	[redacted]			

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - HSR - LN_BICKEN_Z - DR - ZH - 000001
(HE Prn - Originator - Volume - Location - Type - Role - Number)

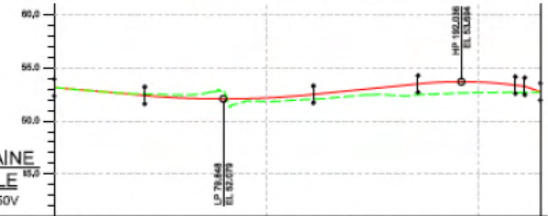
Revision: P01





VILLAGE ROAD PROFILE

SCALE 1:1250H 1:250V



STAPLE FITZPAINE ROAD PROFILE

SCALE 1:1250H 1:250V

CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL
20.000	45.954	45.943
40.000	46.129	46.100
60.000	46.275	46.257
80.000	46.407	46.414
100.000	46.702	46.571
120.000	47.425	46.728
140.000	48.520	46.881
160.000	49.655	46.999
180.000	50.113	47.077
200.000	50.477	47.115
220.000	49.915	47.113
240.000	48.192	47.081
260.000	48.646	47.046
280.000	47.938	47.011
300.000	47.383	46.976
320.000	46.850	46.941
340.000	46.486	46.906
360.000	46.288	46.871
380.000	46.210	46.836
400.000	46.121	46.801
420.000	46.235	46.766
440.000	46.200	46.731
460.000	46.656	46.696
480.000	46.511	46.661
500.000	46.569	46.626
520.000	45.469	46.591
540.000	46.034	46.556
560.000	46.790	46.597
580.000	46.139	46.771
600.000	46.616	47.078

HORIZONTAL GEOMETRY: L = 15.115m, Ls = 87.800m; L = 27.678m, R = 510.000m; L = 15.115m, Ls = 87.800m; L = 316.232m; L = 30.231m, La = -87.800m; L = 97.718m, R = 255.000m; L = 30.231m, La = -87.800m; L = 106.018m

VERTICAL GEOMETRY: L = 114.745m, G = 0.79%; L = 96.021m, K = -100; L = 312.048m, G = -0.17%; L = 106.881m, K = 30

SUPERELEVATION: LL = -2.5%; RL = 2.5%; RL = 2.5%; RL = -2.5%; LL = -2.5%; LL = -5.0%; RL = -2.5%; RL = 5.0%; LL = 5.0%; LL = -2.5%; RL = 5.0%; RL = -2.5%; LL = -2.5%; RL = -2.5%

CHAINAGE	EXISTING LEVEL	PROPOSED LEVEL
0.000	53.162	53.151
20.000	52.788	52.801
40.000	52.553	52.451
60.000	52.437	52.172
80.000	52.847	52.079
100.000	51.819	52.174
120.000	52.019	52.459
140.000	52.344	52.858
160.000	52.450	53.258
180.000	52.546	53.623
200.000	52.686	53.863
220.000	52.676	53.314

HORIZONTAL GEOMETRY: L = 77.922m; L = 141.246m, R = 520.000m; L = 15.140m

VERTICAL GEOMETRY: L = 42.723m, G = -1.76%; L = 79.553m, K = 21; L = 49.356m, G = 2.00%; L = 45.911m, K = -10; L = 7.377m; L = [illegible]; G = -2.56%; G = [illegible]

SUPERELEVATION: LL = 2.5%; RL = -2.5%; LL = -2.4%; RL = -2.5%

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING [illegible] RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	JF	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: VILLAGE ROAD PLAN AND PROFILE SECTION 3 SHEET 1 OF 2

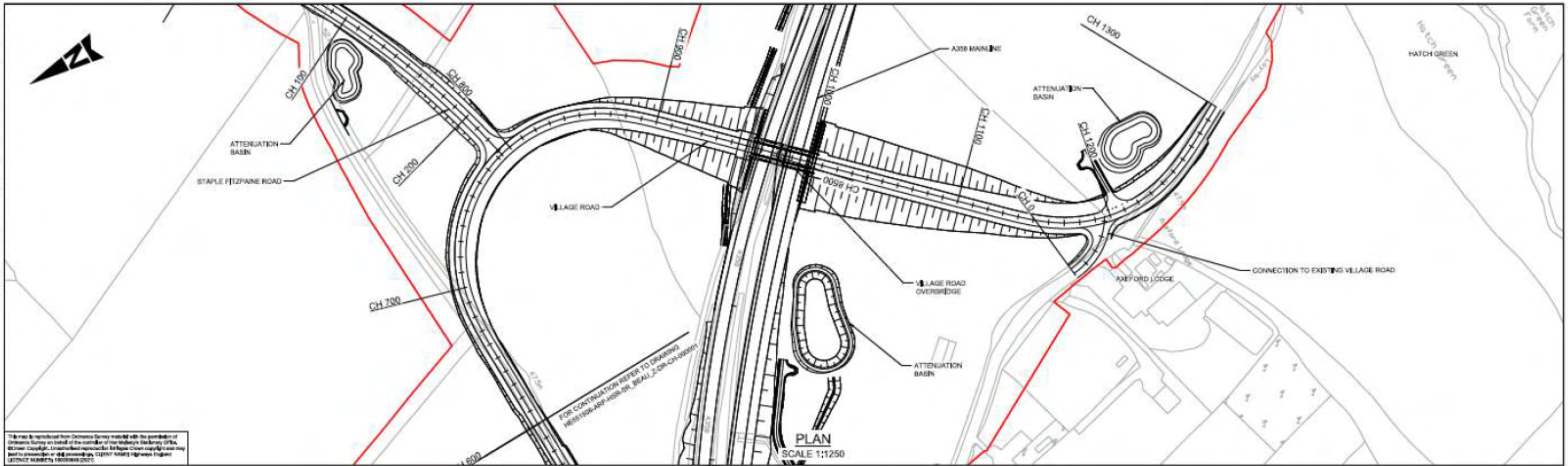
Scale: N/A | By / Checked / Approved / Authorised: [redacted]

Original Size: A1 | Date: 20/09/21 | Date: 20/09/21 | Date: 21/09/21 | Date: 21/09/21

Drawing Number: HE551508 - ARP - HSR - SR_BEAU_Z - DR - ZH - 000001

Revision: P01

DO NOT SCALE



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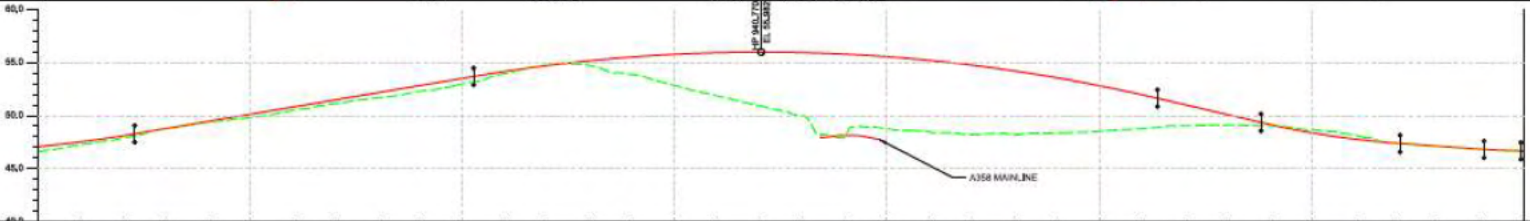
PLAN
SCALE 1:1250



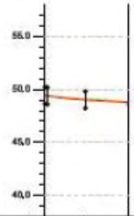
CHAINAGE	600,000	620,000	640,000	660,000	680,000	700,000	720,000	740,000	760,000	780,000	800,000	820,000	840,000	860,000	880,000	900,000	920,000	940,000	960,000	980,000	1000,000	1020,000	1040,000	1060,000	1080,000	1100,000	1120,000	1140,000	1160,000	1180,000	1200,000	1220,000	1240,000	1260,000	1280,000
EXISTING LEVEL	46,616	47,218	47,940	48,777	49,357	49,793	50,513	51,124	51,477	52,296	52,989	53,964	54,759	54,707	53,873	52,849	51,837	50,938	49,981	48,007	48,779	48,470	48,210	48,162	48,368	48,637	48,758	49,040	49,101	49,022	48,634	48,188	47,369	47,110	46,829
PROPOSED LEVEL	47,078	47,519	48,093	48,765	49,443	50,120	50,798	51,475	52,153	52,831	53,508	54,158	54,712	55,168	55,520	55,774	55,928	55,982	55,935	55,789	55,543	55,197	54,751	54,205	53,558	52,812	51,966	51,040	50,107	49,177	48,382	47,787	47,392	47,114	46,836

HORIZONTAL GEOMETRY: L = 106,018m | L = 46,476m, La = 64,675m | L = 167,046m, R = 90,000m | L = 46,476m, La = 64,675m | L = 214,040m | L = 46,476m, La = -64,675m | L = 68,620m, R = 90,000m | L = 46,476m, La = -64,675m | L = 14,488m

VERTICAL GEOMETRY: L = 106,881m, K = 30 | L = 159,732m, G = 3,39% | L = 322,136m, K = -40 | L = 48,787m, G = -4,67% | L = 65,513m, K = 20 | L = 39,595m, G = -1,39% | L = 1,23, L = 17,39, K = 15, G = -0,2

SUPERELEVATION: LL = -2,5% / RL = -2,5% | LL = -2,5% | LL = 7,0% | RL = -2,5% RL = -7,0% | LL = 7,0% / RL = -7,0% | LL = -2,5% / RL = -2,5% | LL = -2,5% / RL = -2,5% | LL = -7,0% / RL = 7,0% | LL = -7,0% / RL = 7,0% | LL = -2,5% | LL = -2,5% / RL = -2,5%

VILLAGE ROAD PROFILE
SCALE 1:1250H 1:250V



CHAINAGE	0,000	20,000
EXISTING LEVEL	49,430	49,041
PROPOSED LEVEL	49,430	49,009

HORIZONTAL GEOMETRY: L = 1,819m | L = 41,428m, R = 44,000m

VERTICAL GEOMETRY: L = 2,064m, G = -3,90% | L = 18,000m, K = 10 | L = 20,277m, G = -1,20%

SUPERELEVATION: LL = -1,0%, RL = -2,5% | LL = -1,6%, RL = -2,9%

CONNECTION TO EXISTING
VILLAGE ROAD PROFILE
SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
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3. THE DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
P01	23/09/21	ISSUED FOR INFORMATION	JP	RH	MK	RV

Suitability: S2 | Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together with VINCI
ARUP
RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

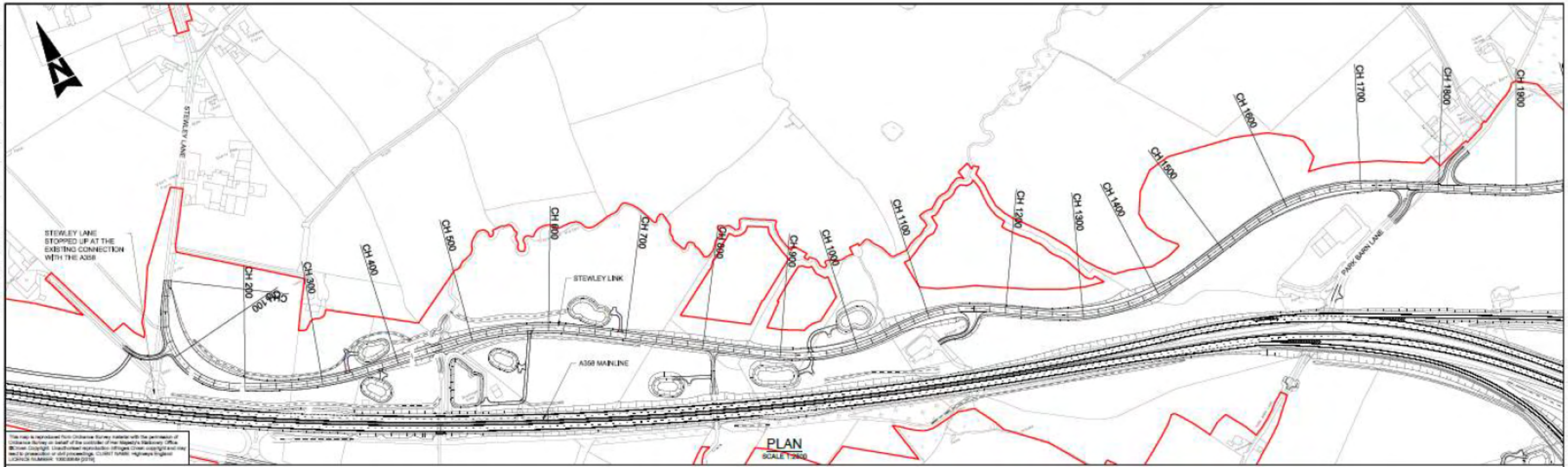
Drawing Title: VILLAGE ROAD PLAN AND PROFILE SECTION 3 SHEET 2 OF 2

Scale	By	Checked	Approved	Authorised
N/A	[redacted]			
Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

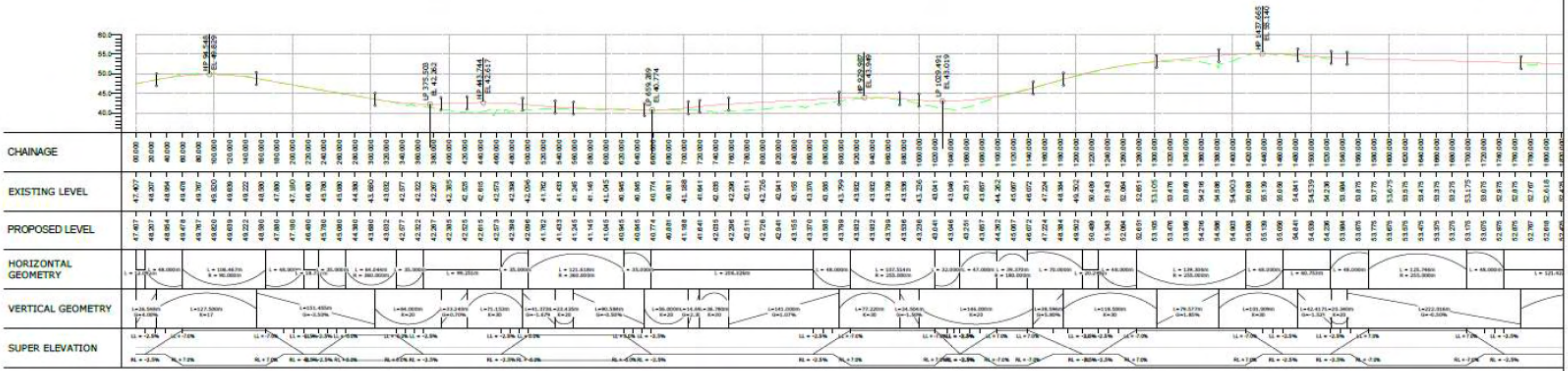
Drawing Number: HE551508 - ARP - HSR - SR_BEAU_Z - DR - ZH - 000002 (HE PIN | Originator | Volume | Location | Type | Role | Number)

Revision: P01

DO NOT SCALE



PLAN



STEWLEY LINK - PROFILE (CH 0 - CH 1800)

SCALE 1:2500H 1:500V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

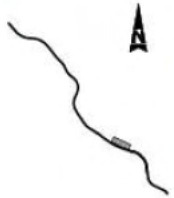
PROPOSED LEVELS

EXISTING LEVELS

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.
3. THIS DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

KEY PLAN



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)

CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Chk'd	App'd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: STEWLEY LINK PLAN AND PROFILE SECTION 3/4 SHEET 1 OF 2

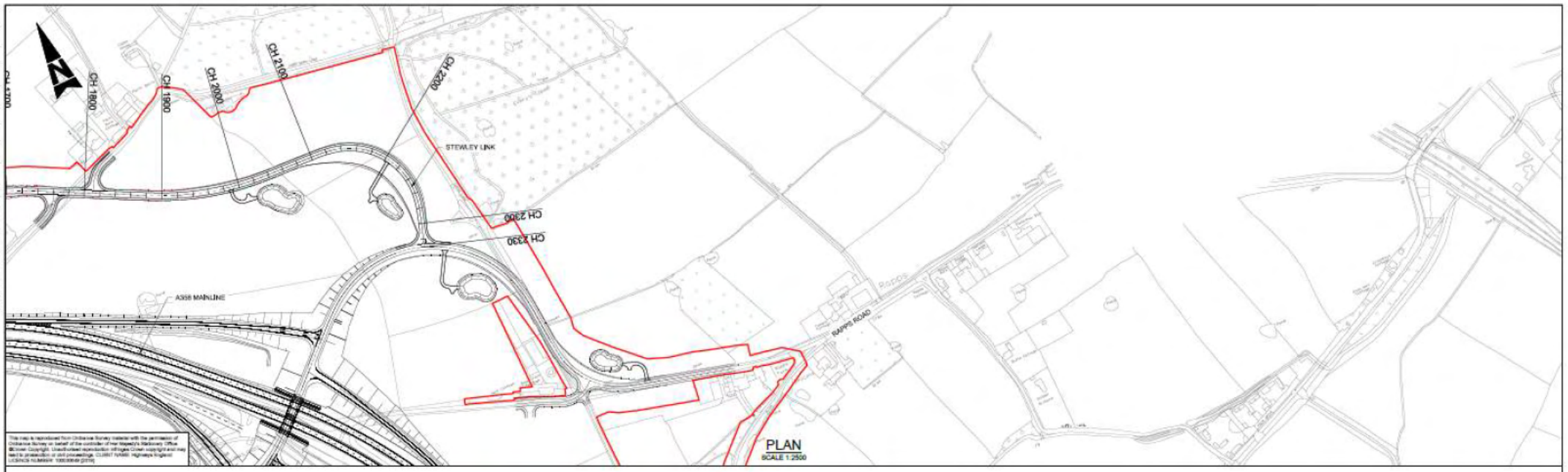
Scale: As Shown | By: [redacted]

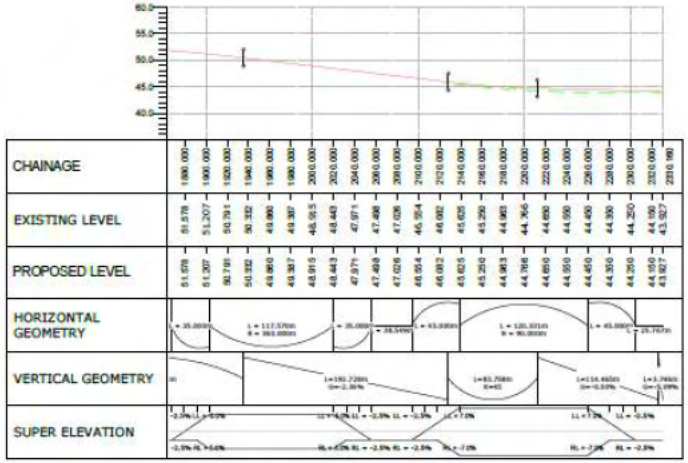
Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE PIN HE551508 - Originator ARP - Volume HSR

LK_STEWLEY_Z - DR - ZH - 000001

Revision: P01





STEWLEY LINK - PROFILE (CH 1800 - CH 2330.160)

SCALE 1:2500H 1:500V

PLAN KEY

PROPOSED SCHEME BOUNDARY

PROFILE KEY

PROPOSED LEVELS

EXISTING LEVELS

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.
3. THIS DESIGN INFORMATION PRESENTED ON THIS DRAWING REPRESENTS DEVELOPING PRELIMINARY DESIGN AND WILL BE SUBJECT TO ONGOING REVIEW AND REFINEMENT.

KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG)
CONSTRUCTION (ENTER "NONE" IF APPLICABLE)
MAINTENANCE / CLEANING (ENTER "NONE" IF APPLICABLE)
USE (ENTER "NONE" IF APPLICABLE)
DECOMMISSIONING / DEMOLITION (ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Chkd	Appd	Authd
P01	20/09/21	ISSUED FOR INFORMATION	MR	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW joint venture @ VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: STEWLEY LINK PLAN AND PROFILE SECTION 3/4 SHEET 2 OF 2

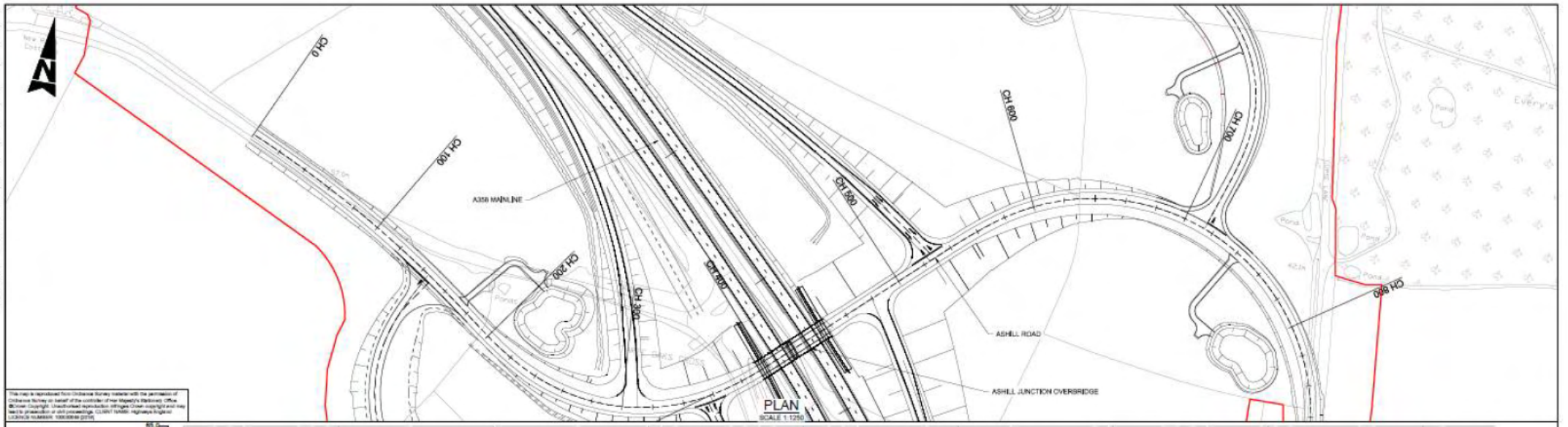
Scale	By	Checked	Approved	Authorised
As Shown				

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

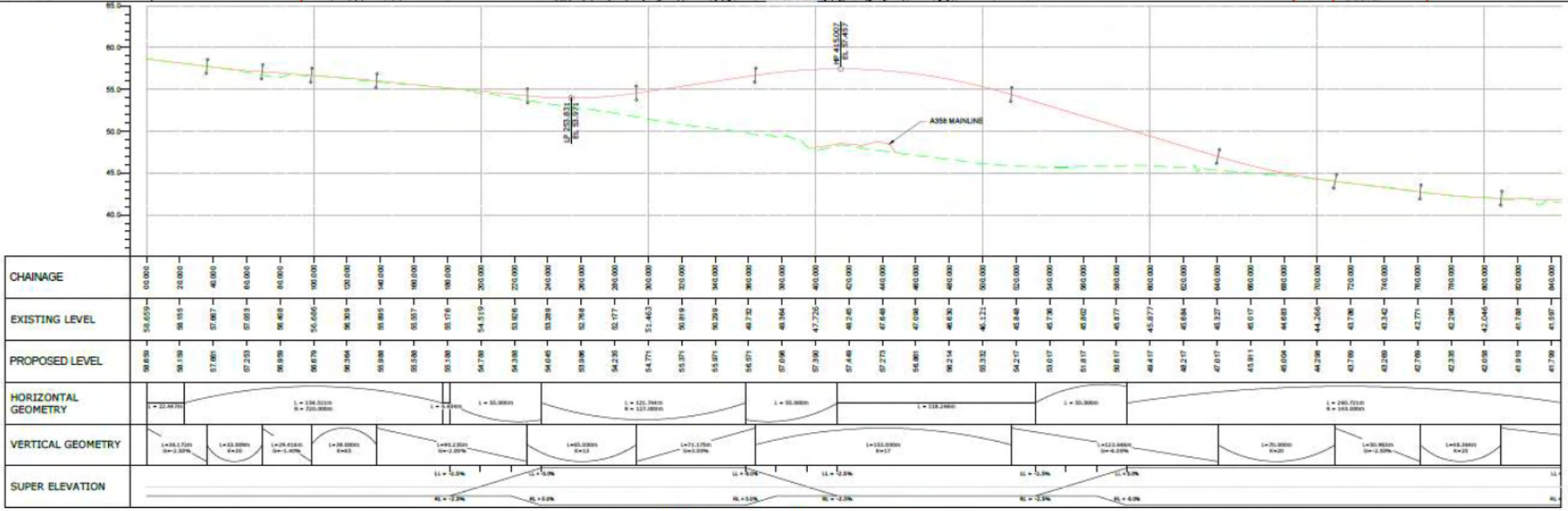
Drawing Number: HE551508 - ARP - HSR - LK_STEWLEY_Z - DR - ZH - 000002

Revision: P01

DO NOT SCALE



PLAN
SCALE 1:1250



ASHILL ROAD - PROFILE (CH 0 - CH 840)

SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	SV

Suitability: S2 — SUITABLE FOR INFORMATION

Drawing Status

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: ASHILL ROAD PLAN AND PROFILE SECTION 3/4 SHEET 1 OF 2

Scale	By	Checked	Approved	Authorised
As Shown	[redacted]			

Original Size	Date	Date	Date	Date
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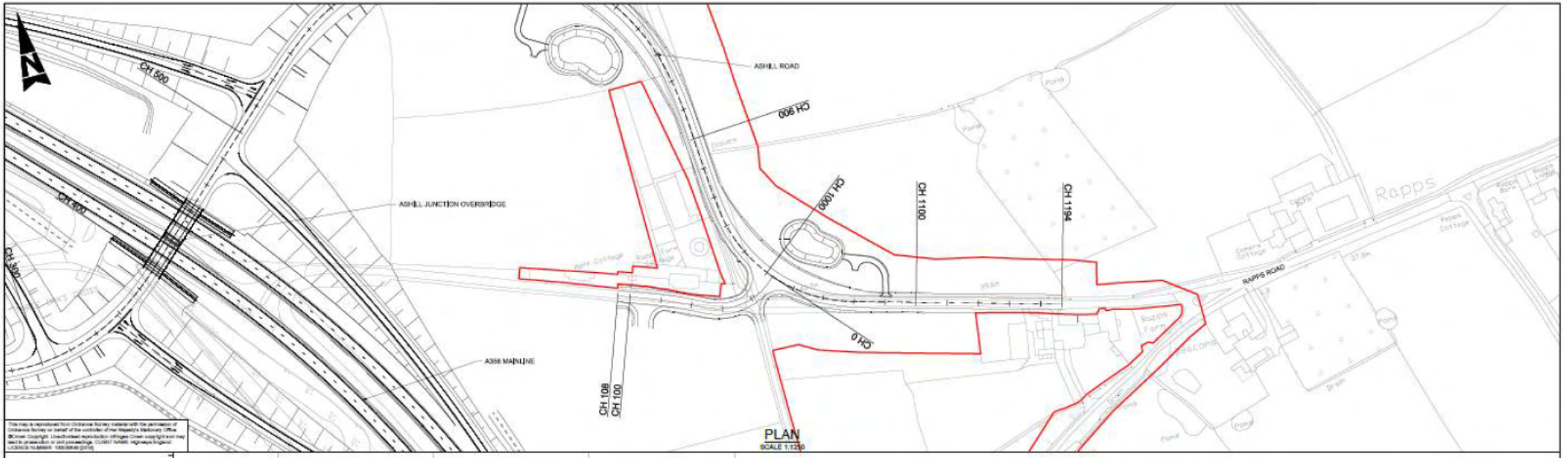
Drawing Number: HE551508 - ARP - HSR - SR_ASHILL_Z - DR - ZH - 000001

Revision: P01



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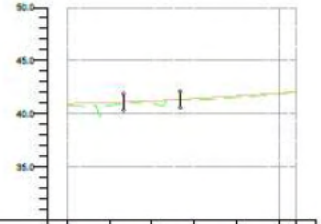
EXISTING LEVEL	41.567	41.471	41.373	41.180	41.140	41.130	41.168	41.285	40.730	40.476	40.192	40.035	39.889	39.819	39.743	39.623	39.505	39.390	39.384
PROPOSED LEVEL	41.798	41.679	41.559	41.439	41.319	41.199	41.079	40.959	40.823	40.650	40.444	40.234	40.031	39.870	39.754	39.654	39.554	39.454	39.384
HORIZONTAL GEOMETRY																			
VERTICAL GEOMETRY																			
SUPER ELEVATION																			



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PROPOSED LEVEL	40.788	41.052	41.179	41.413	41.673	41.933	42.036
HORIZONTAL GEOMETRY							
VERTICAL GEOMETRY							
SUPER ELEVATION							

ASHILL ROAD - PROFILE (CH 840 - CH 1194)

SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
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CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MR	RH	MK	SV

Suitability: S2 — SUITABLE FOR INFORMATION

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

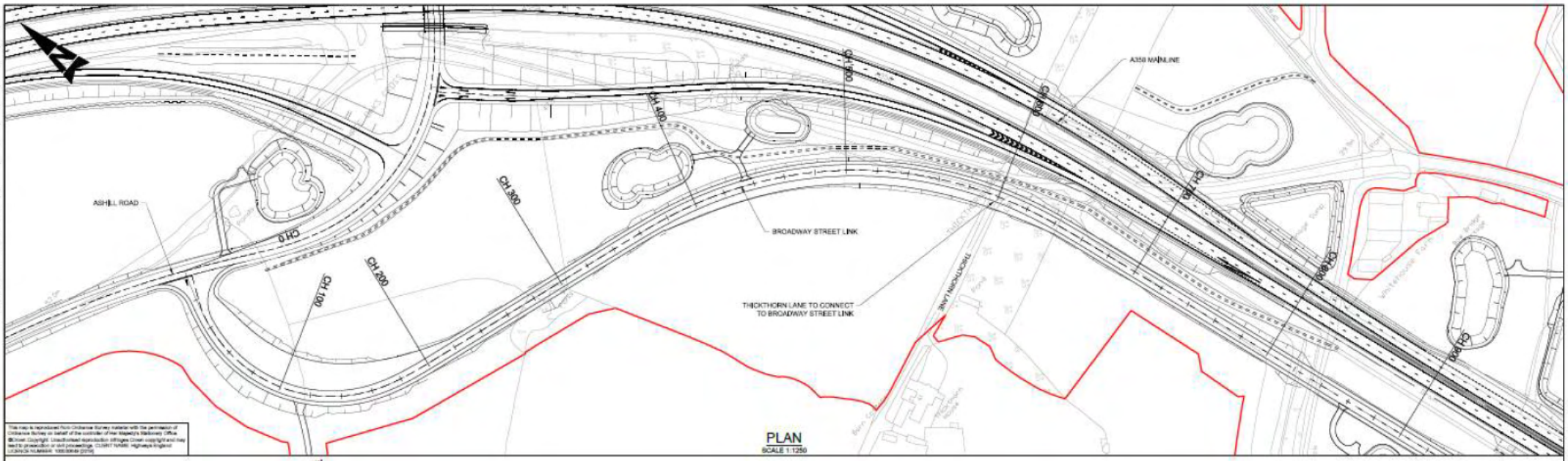
Drawing Title: ASHILL ROAD PLAN AND PROFILE SECTION 3/4 SHEET 2 OF 2

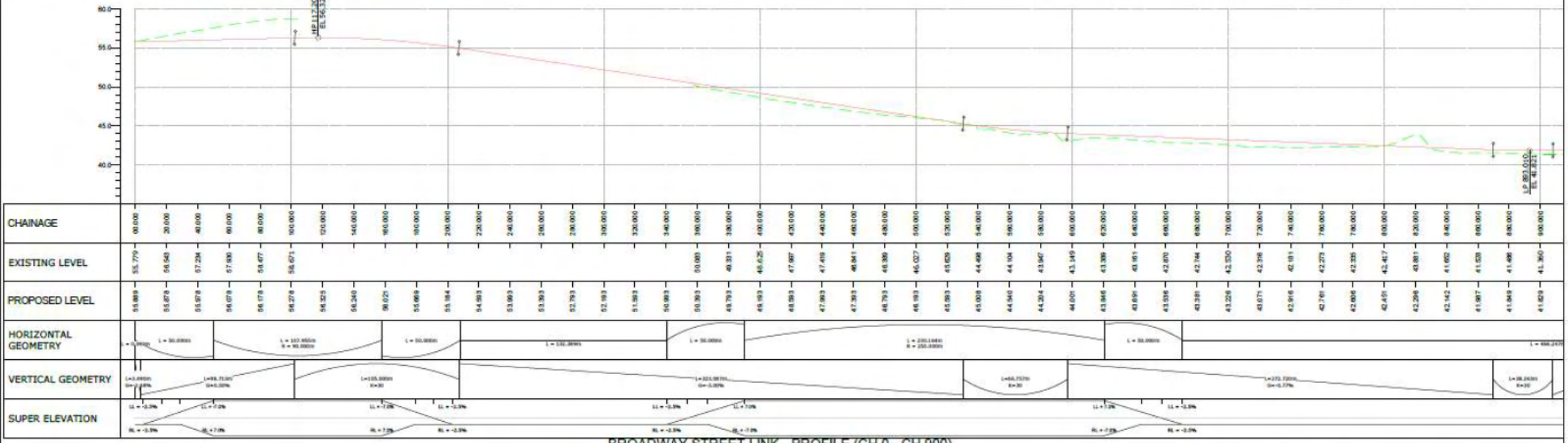
Scale	By	Checked	Approved	Authorised
As Shown				

Original Size	Date	Date	Date	Date
A1	20/09/21	20/09/21	21/09/21	21/09/21

Drawing Number: HE551508 ! ARP ! HSR SR_ASHILL_Z - DR - ZH - 000002
(HE PIN ! Originator ! Volume ! Location ! Type ! Role ! Number)

Revision: P01





BROADWAY STREET LINK - PROFILE (CH 0 - CH 900)

SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
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KEY PLAN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
(ENTER "NONE" IF APPLICABLE)

MAINTENANCE / CLEANING
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

DECOMMISSIONING / DEMOLITION
(ENTER "NONE" IF APPLICABLE)

Rev.	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	RH	MK	RV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP
RAMSOLL
Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: BROADWAY STREET LINK PLAN AND PROFILE SECTION 3/4 SHEET 1 OF 2

Scale	By	Checked	Approved	Authorised
As Shown	[redacted]			

Original Size	Date	Date	Date	Date
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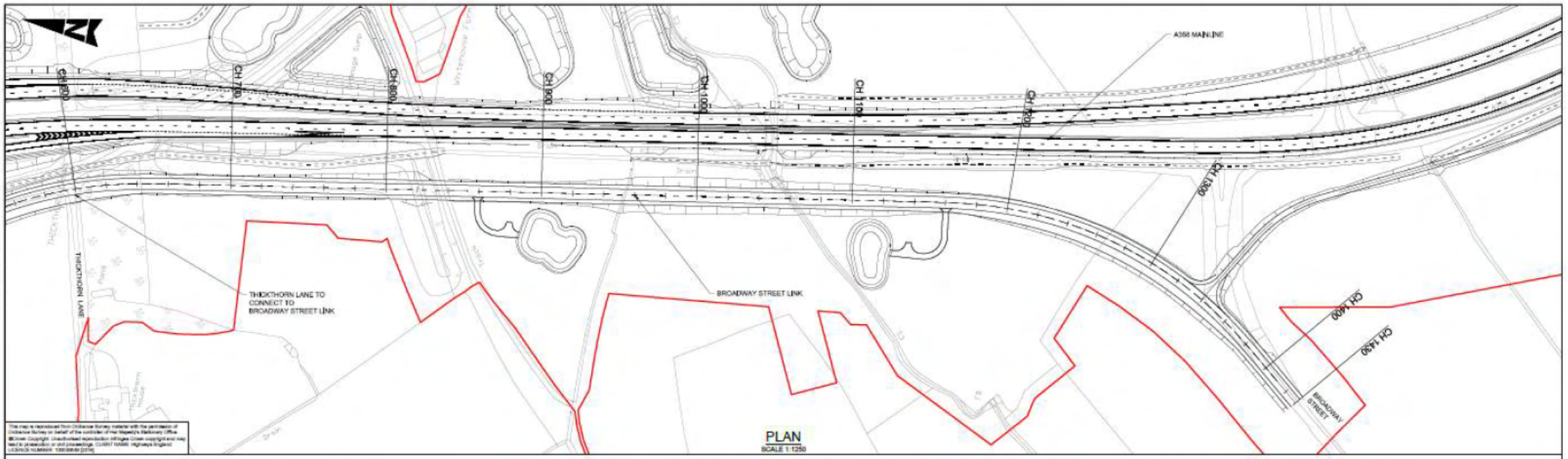
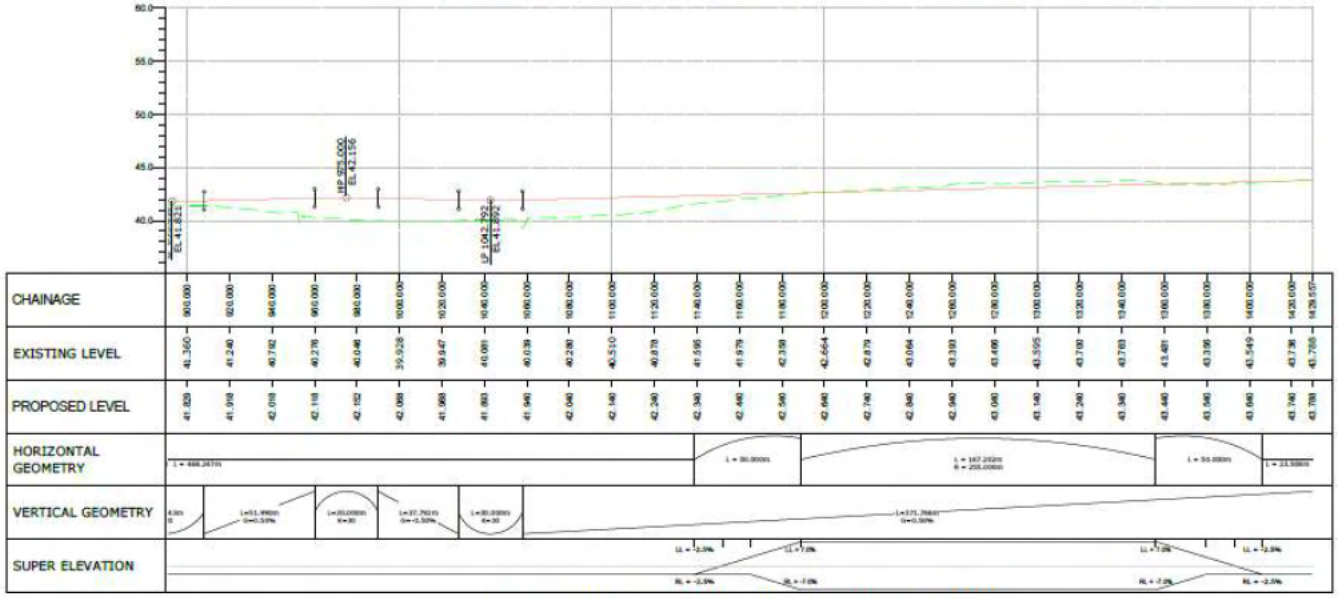
Drawing Number: HE551508 - ARP - HSR - SR_BRDWAY_Z - DR - ZH - 000001
(HE Prfx | Originator | Volume | Location | Type | Role | Number)

Revision: P01



PLAN
SCALE 1:1250



BROADWAY STREET LINK - PROFILE (CH 900 - CH 1430)

SCALE 1:1250H 1:250V

PLAN KEY
PROPOSED SCHEME BOUNDARY

PROFILE KEY
PROPOSED LEVELS
EXISTING LEVELS

NOTES
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KEY PLAN

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CONSTRUCTION (ENTER "NONE" IF APPLICABLE)
MAINTENANCE / CLEANING (ENTER "NONE" IF APPLICABLE)
USE (ENTER "NONE" IF APPLICABLE)
DECOMMISSIONING / DEMOLITION (ENTER "NONE" IF APPLICABLE)

Rev	Date	Description	By	Chkd	Appd	Auth'd
P01	20/09/21	ISSUED FOR INFORMATION	MB	KH	MK	RY

Suitability: S2 — SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP RAMBOLL
Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: BROADWAY STREET LINK PLAN AND PROFILE SECTION 3/4 SHEET 2 OF 2

Scale	By	Checked	Authorised
As Shown	[redacted]		

Original Size	Date	Date	Date	Date
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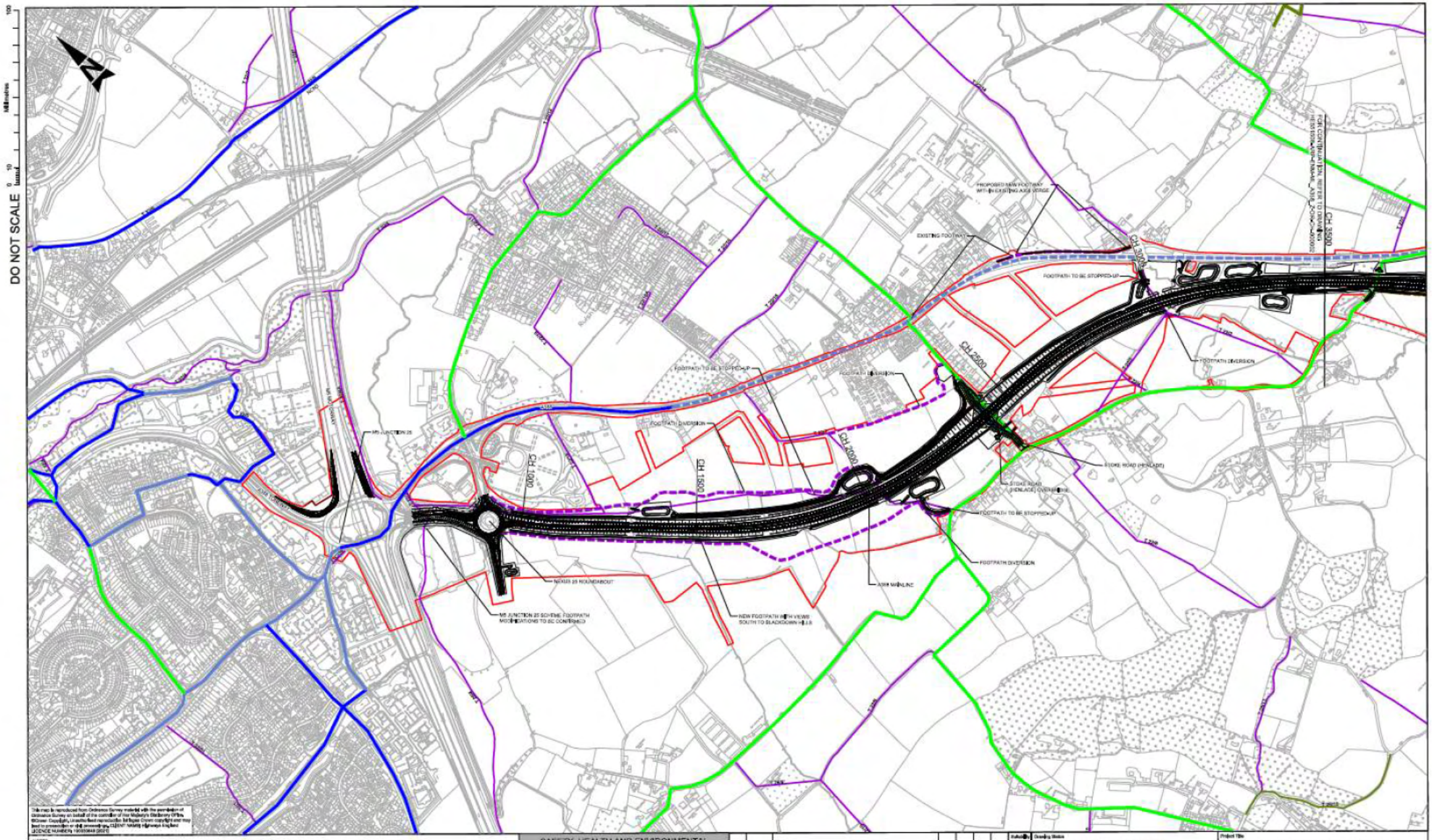
Drawing Number: HE551508 - ARP - HSR - SR_BRDWAY_Z - DR - ZH - 000002
(HE Proj. | Originator | Volume | Location | Type | Role | Number)

Revision: P01

Appendix 4.22e

Walking, cycling and horse-riding including disabled user drawings



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NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.

LEGEND

- EXISTING FOOTPATHS
- EXISTING BRIDLEWAYS
- EXISTING RESTRICTED BYWAY
- NON-DESIGNATED CYCLE ROUTES
- TRAFFIC-FREE CYCLE ROUTES
- POPULAR CYCLE ROUTES
- PROPOSED FOOTPATH/FOOTWAY
- PROPOSED BRIDLEWAY
- PROPOSED OFF-LINK CYCLE ROUTE
- SCHEME BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Check	Appd	Auth'd
P01	07/06/21	DRAFT CONFIDENTIAL FOR ISSUE TO FORUM ATTENDEES	EC	TS	MK	SV
P02	16/07/21	ISSUED TO CLIENT FOR INFORMATION (DFI)	ES	TS	MK	PC
P03	23/08/21	RJB UPDATED	EC	TS	MK	PC
P04	21/09/21	ISSUED FOR INFORMATION	EC	TS	MK	SV

Suitability: S2 — SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP
RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: WALKING, CYCLING AND HORSE RIDING STRATEGY SECTION 1 M5 JUNCTION 25 TO MATTOCK'S TREE GREEN

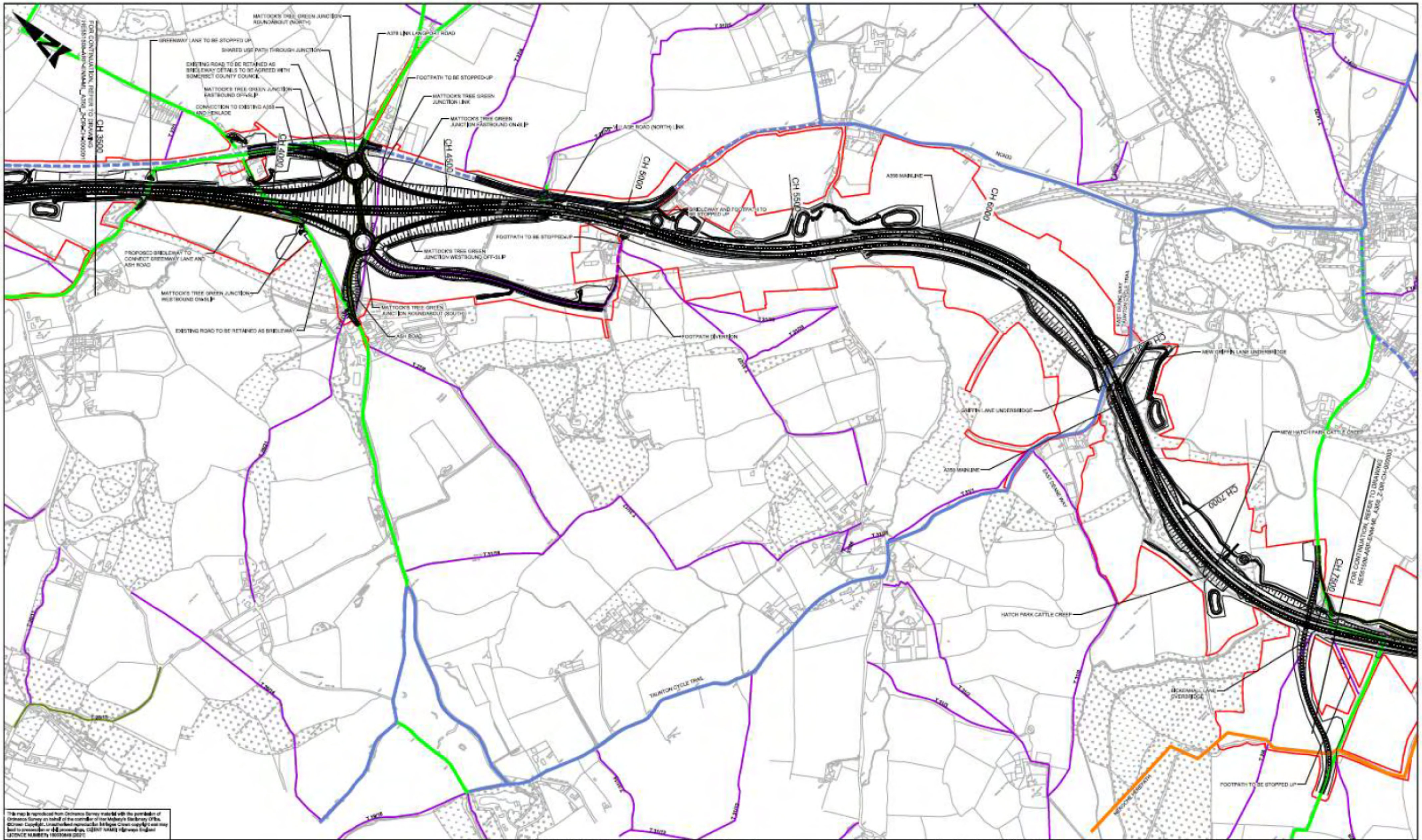
Scale	By	Checked	Approved	Authorised
1:5000				

Original Size	Date	Date	Date	Date
A1	21/09/21	21/09/21	21/09/21	21/09/21

Drawing Number: HE551508 - ARP - ENM - ML_A358_Z - DR - CH - 000001
(Project | Originator | Volume | Location | Type | Role | Number)

Revision: P04

DO NOT SCALE



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NOTES

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2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.

LEGEND

- EXISTING FOOTPATHS
- EXISTING BRIDLEWAYS
- EXISTING RESTRICTED BYWAY
- SIGNED/MAPPED CYCLE ROUTES
- TRAFFIC-FREE CYCLE ROUTES
- POPULAR CYCLE ROUTES
- PROPOSED FOOTPATH/FOOTWAY
- PROPOSED BRIDLEWAY
- PROPOSED OFF-LINE CYCLE ROUTE
- SCHEME BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).

CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chkd	Appd	Authd
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P02	16/07/21	ISSUED TO CLIENT FOR INFORMATION (DF2)	EB	TB	MK	PC
P03	23/08/21	RLB UPDATED	SC	TB	MK	PC
P04	21/09/21	ISSUED FOR INFORMATION	SC	TB	MK	BV

Suitability: S2
Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together @ VINCI
ARUP
RAMBOLL

Client: national highways

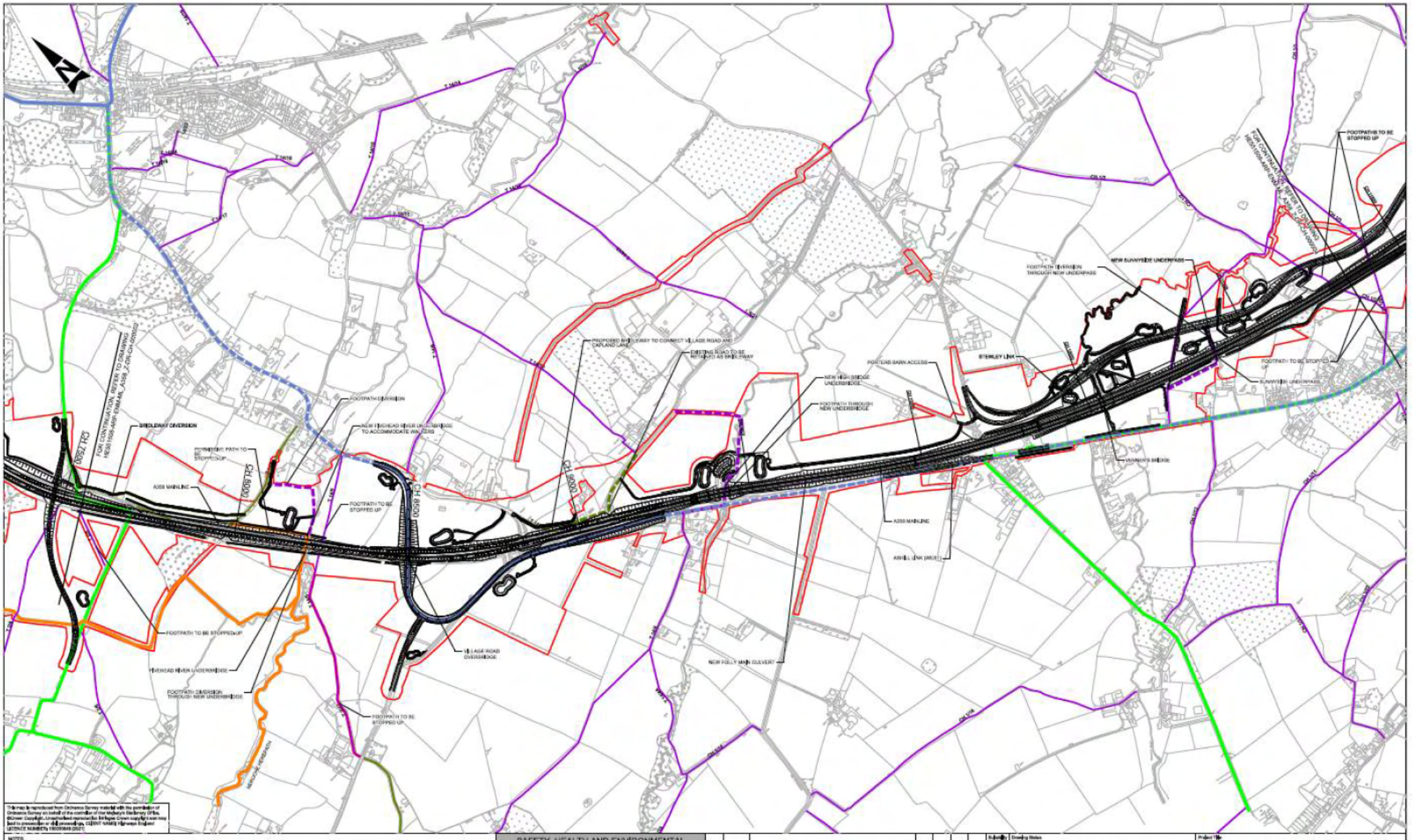
Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: WALKING, CYCLING AND HORSE RIDING STRATEGY SECTION 2/3 MATTOCK'S TREE GREEN TO BICKENHALL LANE

Scale	By	Checked	Approved	Authorised
1:5000	[redacted]			
Original Size: A1	Date: 21/09/21	Date: 21/09/21	Date: 21/09/21	Date: 21/09/21

Drawing Number: HE551508 - ARP - ENM ML_A358_Z - DR - CH - 000002

Revision: P04



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NOTES

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2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.

LEGEND

- EXISTING FOOTPATHS
- EXISTING BRIDLEWAYS
- EXISTING RESTRICTED BYWAY
- SIGNED/MAPPED CYCLE ROUTES
- TRAFFIC-FREE CYCLE ROUTES
- POPULAR CYCLE ROUTES
- PROPOSED FOOTPATH/FOOTWAY
- PROPOSED BRIDLEWAY
- PROPOSED OFF-LINE CYCLE ROUTE
- SCHEME BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS AND NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, WORK THIS FOLLOWING SIGNIFICANT RESIDUAL RISKS (REFERENCE SHALL ALSO BE MADE TO THE DESIGN HAZARD LOG).
CONSTRUCTION (TO BE POPULATED)
MAINTENANCE / CLEANING (TO BE POPULATED)
USE (TO BE POPULATED)
DECOMMISSIONING / DEMOLITION (TO BE POPULATED)

Rev.	Date	Description	By	Check	Appvd	Author
P01	07/09/21	DRAFT CONFIDENTIAL FOR ISSUE TO FORUM ATTENDEES	SC	TB	MK	SV
P02	16/09/21	ISSUED TO CLIENT FOR INFORMATION (DFI)	EB	TB	MK	PC
P03	20/09/21	RLR UPDATED	SC	TB	MK	PC
P04	21/09/21	ISSUED FOR INFORMATION	SC	TB	MK	SV

Suitability: S2 — Drawing Status: SUITABLE FOR INFORMATION

TAYLOR WOODROW together with VINCI

ARUP RAMBOLL

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: WALKING, CYCLING AND HORSE RIDING STRATEGY SECTION 3 BICKENHILL LANE TO ASHILL

Scale	By	Checked	Approved	Authorised
1:5000	[redacted]			

Original Size	Date	Date	Date	Date
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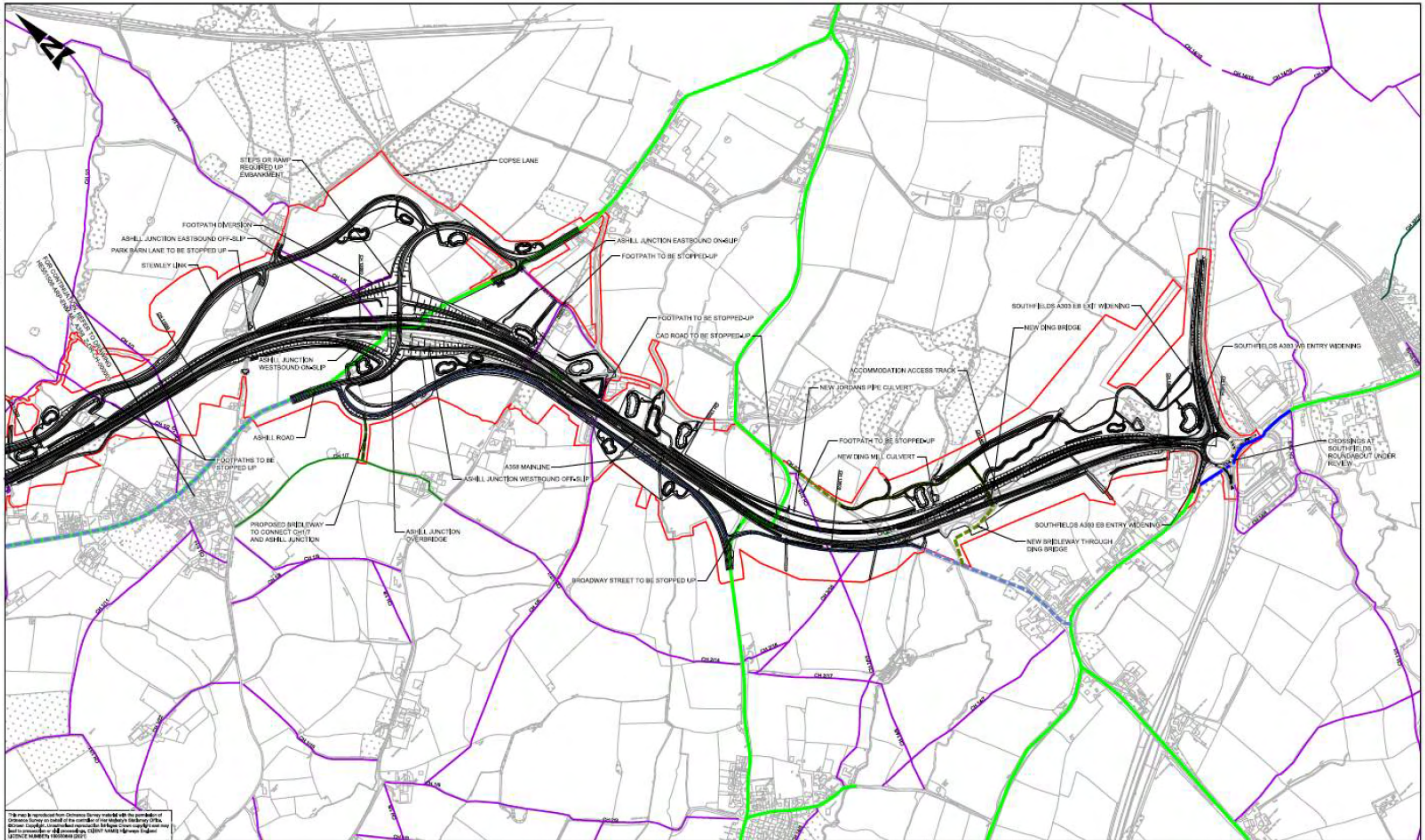
Drawing Number: HE551508 - ARP - ENM - ML_A358_Z - DR - CH - 000003 (Scheme | Originator | Volume | Location | Type | Role | Number)

Revision: P04

DO NOT SCALE



NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. DO NOT SCALE.

LEGEND

- EXISTING FOOTPATHS
- EXISTING BRIDLEWAYS
- EXISTING RESTRICTED BYWAY
- SIGNED/MAPPED CYCLE ROUTES
- TRAFFIC-FREE CYCLE ROUTES
- POPULAR CYCLE ROUTES
- PROPOSED FOOTPATH/FOOTWAY
- PROPOSED BRIDLEWAY
- PROPOSED OFF-LINE CYCLE ROUTE
- SCHEME BOUNDARY

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CONSTRUCTION
(TO BE POPULATED)

MAINTENANCE / CLEANING
(TO BE POPULATED)

USE
(TO BE POPULATED)

DECOMMISSIONING / DEMOLITION
(TO BE POPULATED)

Rev.	Date	Description	By	Chk'd	App'd	Auth'd
P01	07/06/21	DRAFT CONFIDENTIAL FOR ISSUE TO FORUM ATTENDEES	SC	TS	MK	RV
P02	16/07/21	ISSUED TO CLIENT FOR INFORMATION (DF2)	SS	TS	MK	PC
P03	23/08/21	RLB UPDATED	SC	TS	MK	PC
P04	21/09/21	ISSUED FOR INFORMATION	SC	TS	MK	RV

Suitability: S2
Drawing Status: SUITABLE FOR INFORMATION

Client: national highways

Project Title: A358 TAUNTON TO SOUTHFIELDS

Drawing Title: WALKING, CYCLING AND HORSE RIDING STRATEGY SECTION 3/4 ASHILL TO SOUTHFIELDS ROUNDABOUT

Scale	By	Checked	Approved	Authorised
1:5000	[redacted]			
Original Size: A1	Date: 21/09/21	Date: 21/09/21	Date: 21/09/21	Date: 21/09/21

Drawing Number: HE551508 - ARP - ENM - ML_A358_Z - DR - CH - 000004
(HE PIN | Originator | Volume | Location | Type | Role | Number)

Revision: P04

Appendix 4.23

Copy of 2021 technical traffic note

A358 Taunton to Southfields Dualling Scheme

A358 Technical Traffic Note

HE551508-ARP-GEN-ZZ-RP-TR-000006

29/09/21

Table of contents

Table of Figures

Table of Tables

1 Introduction

1.1.1 This document gives an overview of the work carried out by National Highways to assess the impact of the A358 Taunton to Southfields Dualling Scheme on the road network.

1.1.2 It gives an explanation of the traffic modelling and provides information on how the A358 Taunton to Southfields Dualling Scheme traffic model has been developed. How the traffic model compares to observed conditions and how local roads are represented within the model are also outlined.

1.1.3 Forecast traffic flows, a value for money assessment and the impacts of Covid-19 on traffic are explored. Impacts on traffic volumes on the local road network and the impact on routeing through the local road network are also outlined. Finally, the process for mitigating impacts of the changes in traffic flows on the local road network is outlined.

1.1.4 More information on traffic modelling and impacts of the A358 Taunton to Southfields Dualling Scheme on the road network will be documented in a Combined Modelling and Appraisal (ComMA) Report. A ComMA report for the current stage of work (preliminary design) is due to be drafted in 2022.

2 Explanation of traffic modelling

2.1.1 Traffic modelling plays an important role in helping us understand the impact of proposed changes to the road network. The process is used to forecast how traffic flows and journey times change over time. Traffic models are normally constructed to understand typical conditions on an 'average' weekday. A traffic model, like all models, is a simplified representation of the real world.

2.1.2 The traffic model that is used to assess the scheme is updated throughout scheme development; the scheme is developed from concept stage through to construction, with a number of rounds of modelling in between. The model is enhanced as the scheme progresses. Initially it is used to make high-level strategic decisions about the merits of the scheme, then to sift through a number of options to find a preferred solution to the problems identified, and then to develop the design for the preferred option.

2.1.3 The traffic model outputs contain information of how traffic flows and journey times are forecast to change across the area affected by the proposed scheme. Model outputs can be converted to monetary values and these are used to determine how much benefit would result from the proposed scheme in order to inform a value for money assessment.

3 Process of developing a traffic model

3.1.1 The traffic model for the A358 Taunton to Southfields Dualling Scheme has been developed in accordance with guidance published by the government's Department for Transport. This sets out the processes expected to be followed and datasets to be used in developing a traffic model.

3.1.2 Broadly, the process can be summarised into three key steps:

- Traffic data collection and processing
- Creating a model of the existing situation
- Adjusting the model for what is forecast

3.1.3 The steps involved in developing the traffic models are explained in more detail below.

3.1.4 The first step in developing a traffic model is to collect data about trip patterns, traffic volumes and journey times of vehicles that travel on the existing road network. This captures information about the amount of traffic that travels from and to each location represented within the traffic model, which is then analysed and processed into travel demand matrices. Usually separate travel demand matrices are derived for each modelled time period, for example the morning or evening peak.

3.1.5 Separately a virtual representation of the existing road network is developed. This captures key attributes associated with each section of road, such as how the roads are connected to each other, the speeds at which vehicles travel on different roads and the maximum amount of traffic throughput that each road is able to accommodate. Details of junctions, such as junction types, lane markings, and signal timings are also represented within the modelled road network.

3.1.6 The second step is to use the road network and trip matrix to create a base year traffic assignment using specialist traffic modelling software. The assignment process determines which routes individual trips choose through the road network. The traffic modelling software runs through a series of numerical calculations that determine the best route through the road network for each trip that is recorded within the travel demand matrices, which takes into account the time, distance, and any additional costs for each route available.

3.1.7 The base year traffic assignment represents existing conditions and can therefore be compared against observed traffic counts and travel time data. There are certain targets that need to be met in order to demonstrate that a traffic model forms a robust representation of reality, which are set out within government guidance, and the model is adjusted until it represents observed conditions accurately enough for the current assessment purpose.

3.1.8 The third step is to use the specialist traffic modelling software to estimate what is likely to happen to traffic volumes and patterns in the future, alongside implementing any changes to the road network that are proposed by the A358 Taunton to Southfields Dualling Scheme, or by other schemes that are likely to be constructed by that time.

3.1.9 A key aspect of forecasting is to capture future development proposals, such as new housing or employment sites, which will alter trip patterns compared to those that were observed in the traffic data collected for the base year model. The Nexus 25 employment site is one example of a development proposal that was

included in the A358 Taunton to Southfields Dualling Scheme forecast traffic model to ensure that turning movements at the Nexus 25 roundabout align with likely future conditions. The Department for Transport guidance states that the forecast traffic growth must be constrained to set growth levels, which consider projected changes in population, employment, housing, car ownership and trip rates.

3.1.10 Another important aspect is to include other road improvements that are likely to go ahead within the future year networks, as these may change travel patterns or lead to increased traffic volumes passing through the A358 corridor. An example is the A303 Sparkford to Ilchester Dualling scheme, for which construction is underway.

3.1.11 The principle of the forecast traffic assignments is the same as for the base year traffic assignments, with traffic in the forecast year travel demand matrices assigned to the future road network in order to determine how all vehicles would route through the road network.

3.1.12 Two sets of network configurations are then created for all growth scenarios. One represents a road network without the proposed A358 Taunton to Southfields Dualling Scheme included and the other scenario includes the proposed project. The difference between the two modelled scenarios without and with the A358 Taunton to Southfields Dualling Scheme allows the detailed impact that the scheme would have on the A358 corridor and the surrounding road network to be examined.

4 Model compared to reality

4.1.1 In order to compare the model to reality a series of data collection exercises were undertaken before the model was built. This captured data about traffic flows and journey times on the existing road network. This section sets out what data was collected. The model itself covers a much wider area than just the Taunton to Southfields section of the A358, as it needs to consider how drivers would choose their routes through the strategic road network (motorways and major A roads), and therefore the data collected covers a much wider area than just the local vicinity around the scheme.

4.1.2 In total 385 traffic counts throughout the South West region of England have been used to inform the development of the traffic model. The spread of count locations is shown in Figure 4-1 below.

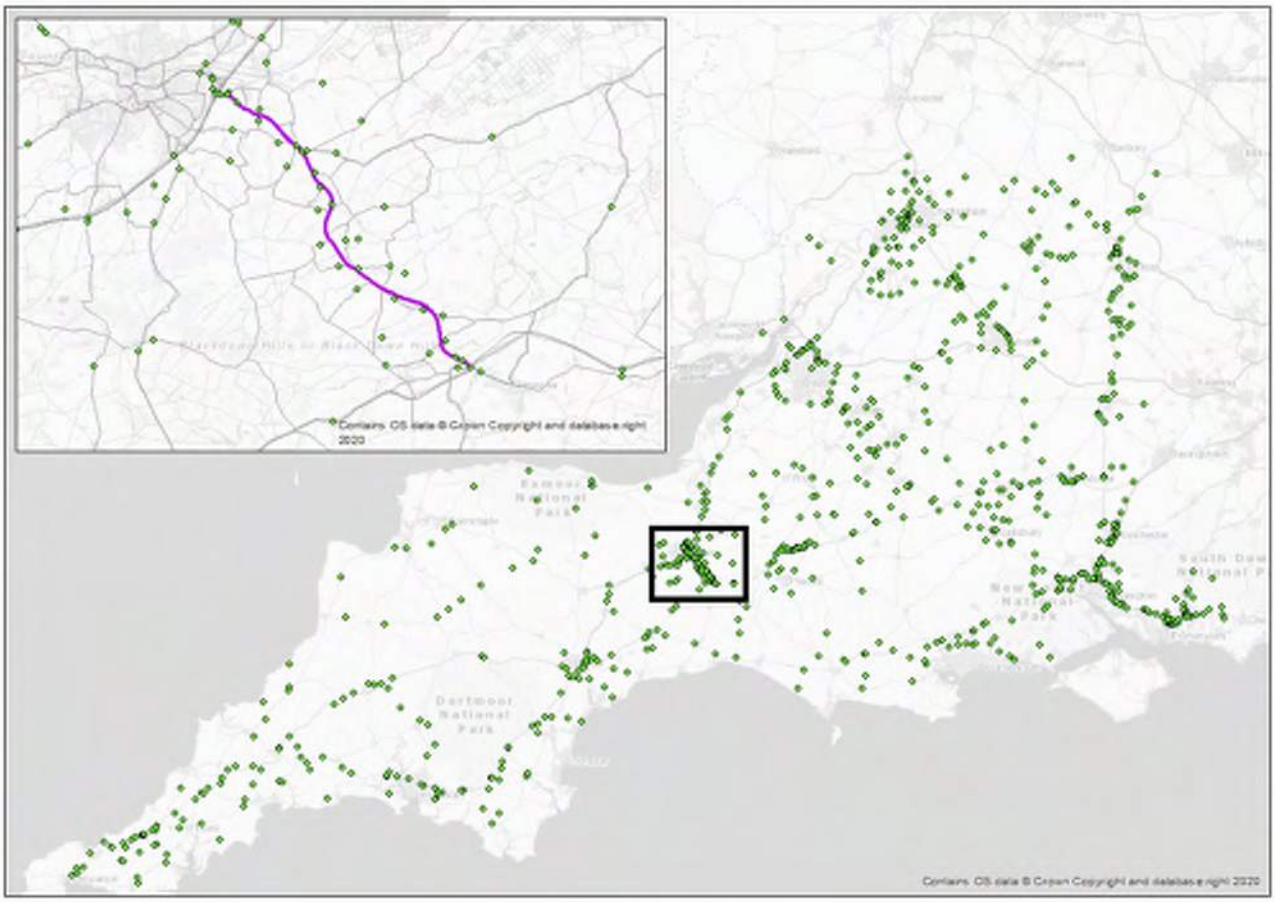


Figure 4-1 Traffic count data used in the traffic model

4.1.3 Government guidance sets out two metrics that need to be checked at each count location in order to determine whether the traffic volumes represented within the traffic model provide a sufficiently close match against observed traffic data to be deemed robust. Details of the metrics can be found in the transport analysis guidance about highway assignment modelling (unit M3.1). Guidance states that 85% of counts should pass these metrics, which is achieved in all modelled time periods in the A358 Taunton to Southfields Dualling Scheme traffic model.

4.1.4 Figure 4-2 below provides a snapshot of how modelled and observed traffic volumes compare along and around the A358 corridor in the morning and evening peak.

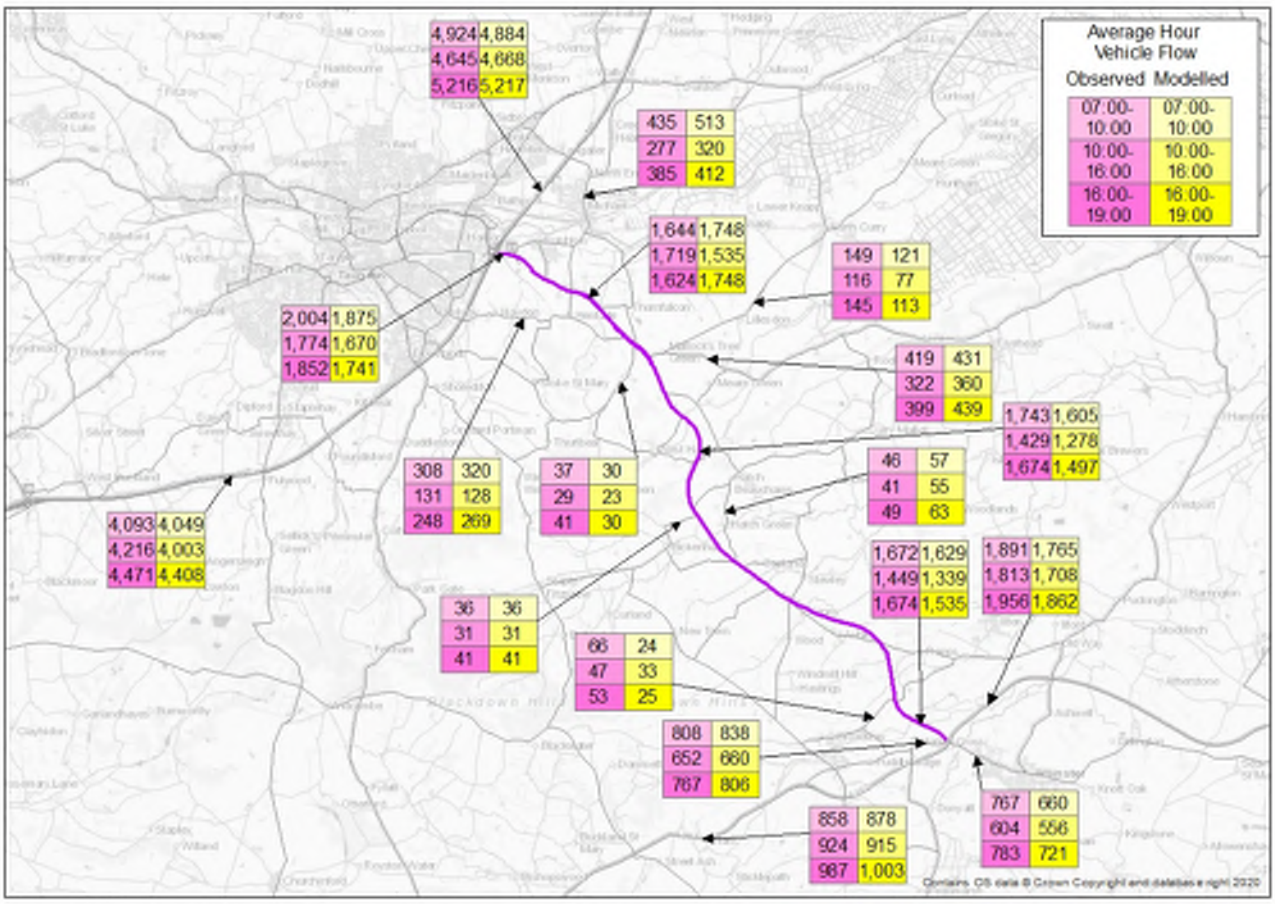


Figure 4-2 Modelled versus observed traffic flows

4.1.5 Journey times on 89 routes have been assessed to ensure that travel times represented within the traffic model provide a robust match against observed journey time data derived from in-vehicle satellite tracking data. All 89 journey time routes are shown in Figure 4-3. The inset focuses in on the area around the A358 corridor. Journey times along the A358 were assessed as part of a longer route between Williton and Southfields roundabout. It also shows that journey times were separately assessed on a route along Greenway Lane and Haydon Lane, which is a popular local 'rat run' between the A358 and parts of Taunton.

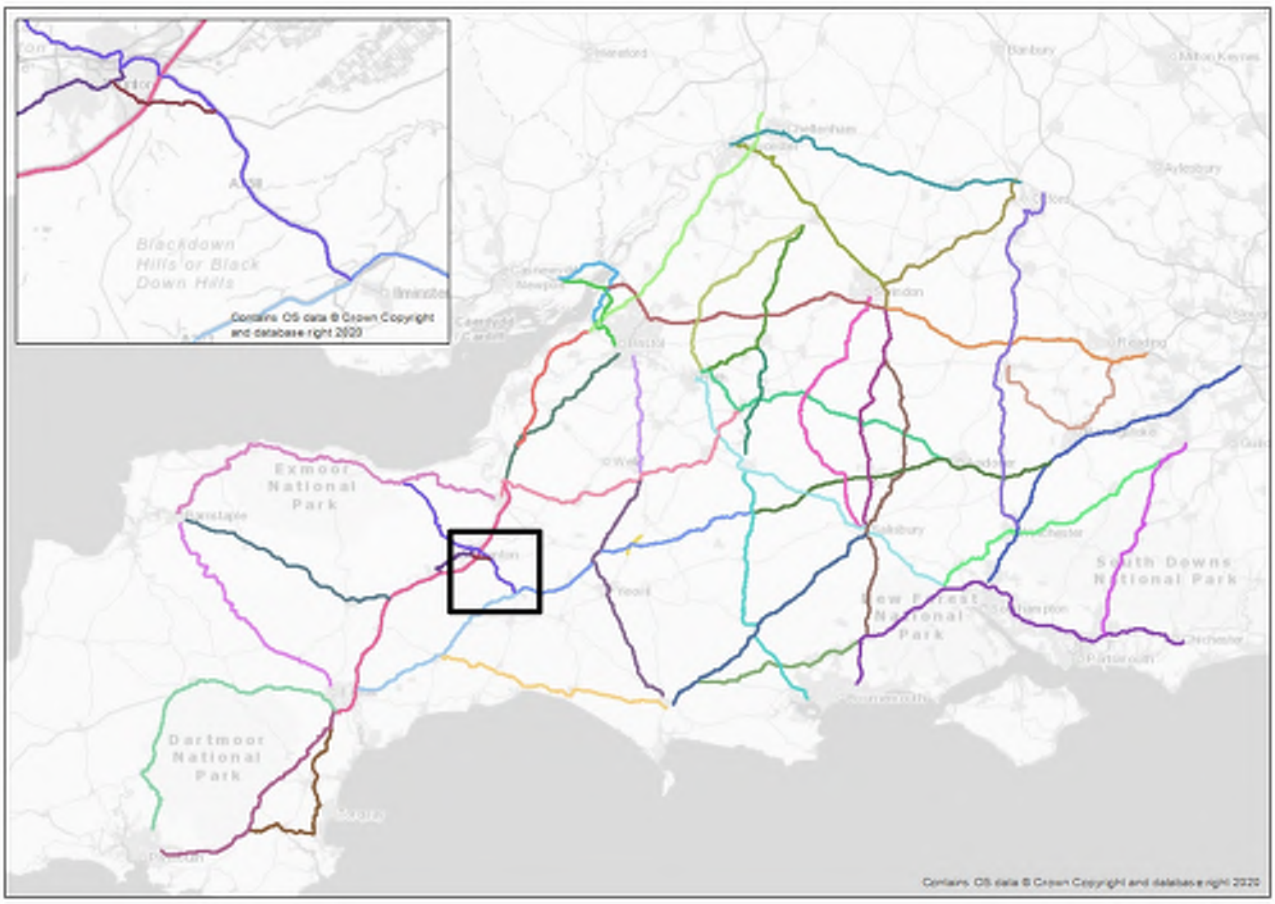


Figure 4-3 Journey time routes assessed in the traffic model

4.1.6 Transport analysis guidance sets out that modelled journey times should be within 15% of observed travel times for at least 85% of all journey time routes. This is achieved in all modelled time periods.

4.1.7 Table 4-1 below shows a comparison of observed and modelled journey times along the A358 between M5 junction 25 and Southfields roundabout. The accuracy of journey times along the A358 corridor is shown to be robust as the difference between modelled and observed times is within the 15% threshold defined in guidance in all time periods.

Table 4-1 Journey times on A358 between junction 25 and Southfields roundabout

Time Period	Direction	Observed journey time	Modelled journey time	% Difference
Morning peak (07:00-10:00)	Eastbound	13 min 11 sec	13 min 53 sec	5%
	Westbound	13 min 05 sec	13 min 43 sec	5%
Inter-peak (10:00-16:00)	Eastbound	12 min 22 sec	13 min 05 sec	6%
	Westbound	12 min 04 sec	13 min 06 sec	9%
Evening peak (16:00-19:00)	Eastbound	12 min 53 sec	13 min 13 sec	3%
	Westbound	12 min 19 sec	13 min 27 sec	9%

5 Representation of local roads in the traffic model

5.1.1 National Highways has developed a set of regional traffic models covering the whole of England. These were developed to form a consistent set of models that could be used to assess large strategic road network changes.

5.1.2 The South West Regional Traffic Model has been used as the basis for the A358 Taunton to Southfields Dualling Scheme model. In keeping with its strategic function the South West Regional Traffic Model focuses primarily on the strategic road network with limited representation of local roads. For the purpose of assessing the A358 Taunton to Southfields Dualling Scheme the model has been enhanced to incorporate a number of local roads around the scheme.

5.1.3 The scheme would have an impact on traffic patterns and traffic volumes on the surrounding local road network as a result of junctions with the existing A358 being closed. A detailed review of the local road network was therefore undertaken to determine which parts of the local road network are likely to see changes in traffic flows as a result of the scheme, for example as a result of existing junctions with the A358 being closed. A number of local roads along the A358 corridor were identified for inclusion in the traffic model based on this review.

5.1.4 With the exception of Park Barn Lane, which provides access to a small number of local properties only, every local road that joins onto the A358 is now captured within the traffic model. The extent of the local road network around the A358 corridor included in the traffic model is shown in Figure 5-1 below.

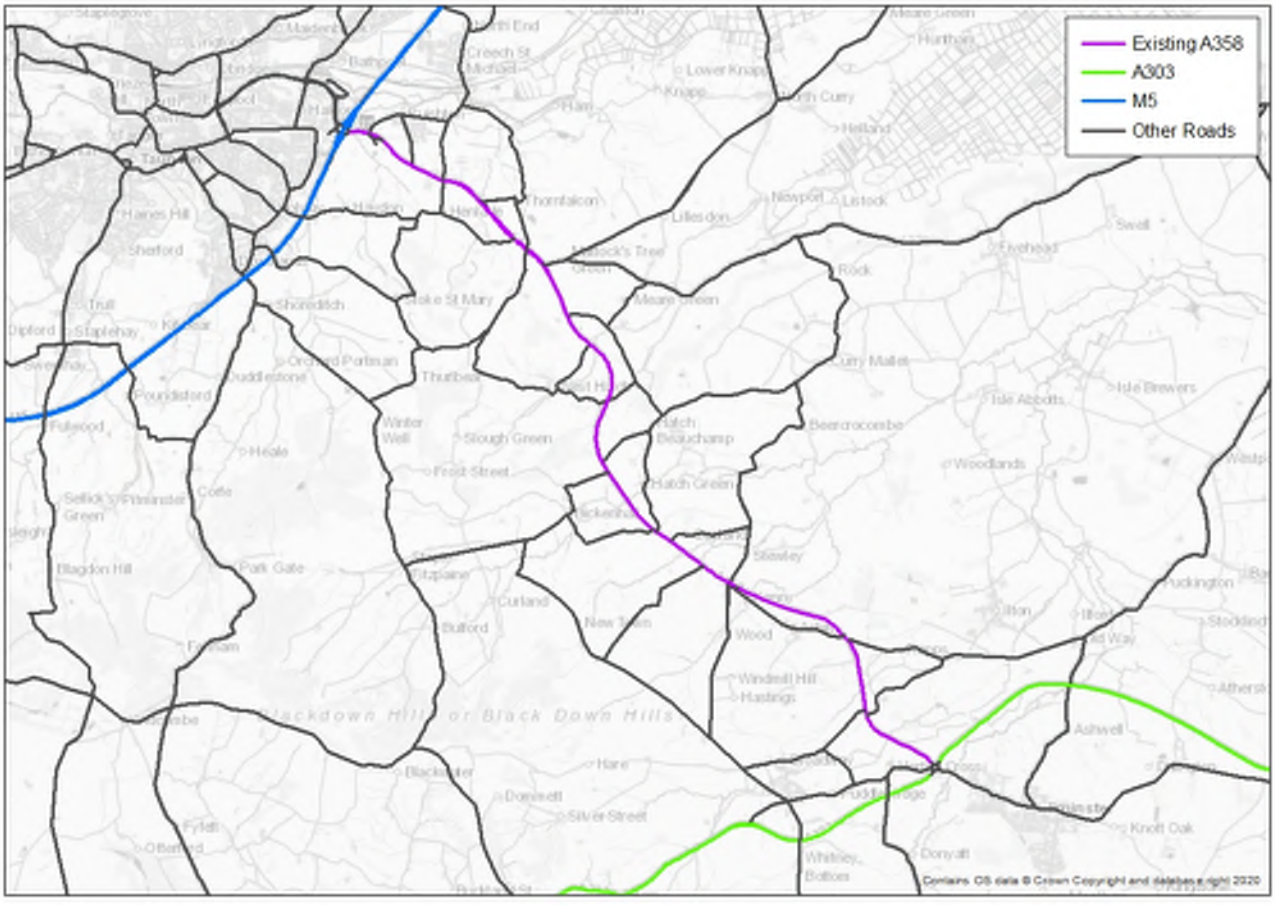


Figure 5-1 Road network around the A358 corridor represented in the traffic model

5.1.5 A comprehensive set of traffic counts was used as input to the traffic model to ensure that traffic volumes, both on strategic and on local roads, are reflective of reality. The accuracy of traffic flows on a selection of local roads within the traffic model is shown in Figure 4-2.

6 Forecast traffic flows and journey times

6.1.1 Traffic forecasts have been developed for the A358 Taunton to Southfields Dualling Scheme opening year (2028) and for a future year 15 years after opening (2043). Figure 6-1 shows a comparison of base year (2015) and forecast year annual average daily traffic flows, which represent two-way flows. Traffic flows are presented in units of thousands of vehicles. Forecast year traffic flows are shown for the scenarios without the A358 dualling and with the A358 dualling included.

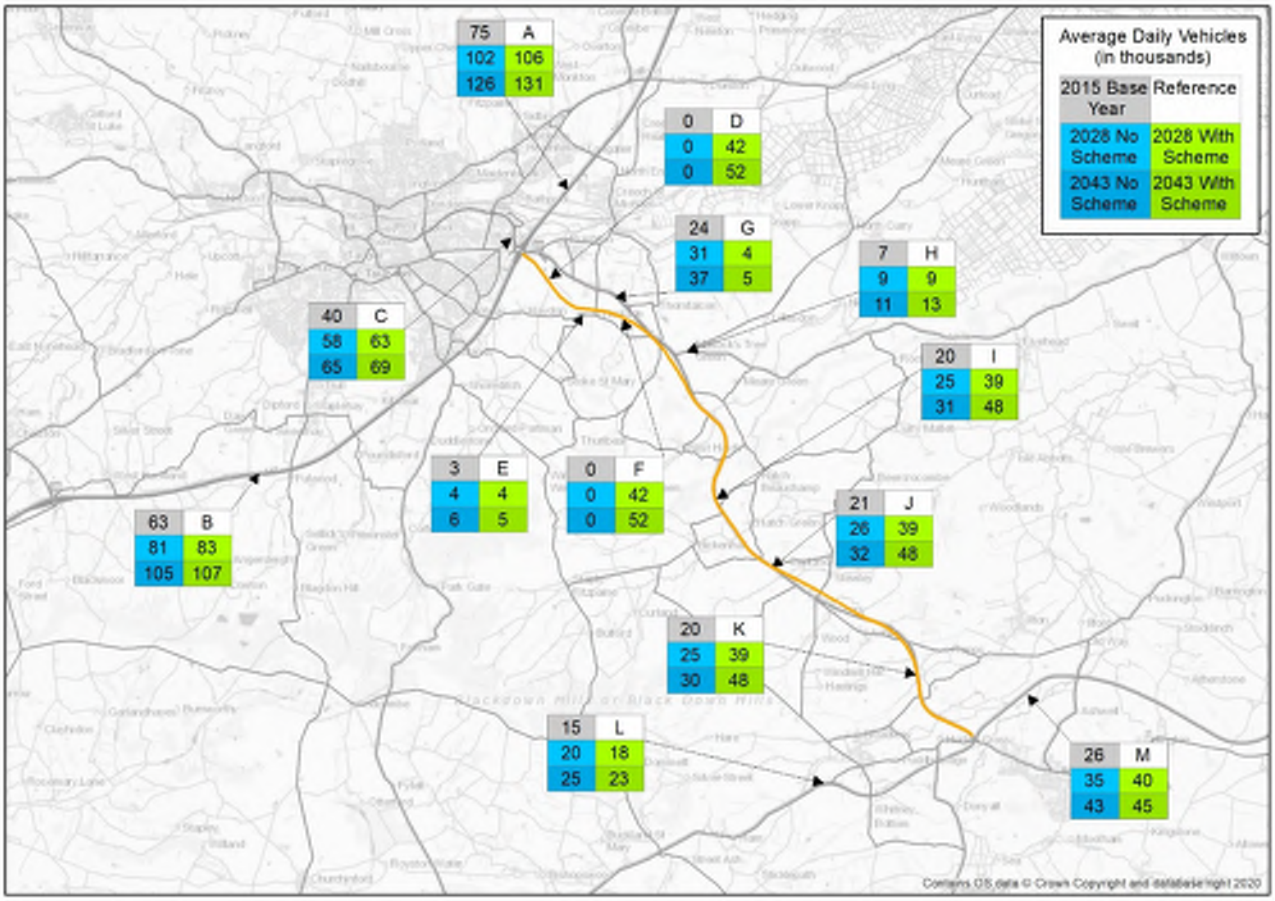


Figure 6-1 Daily traffic flows in the traffic model

6.1.2 Forecast journey times along the A358 corridor between M5 junction 25 and Southfields roundabout are shown in Table 6-1. Journey time savings are forecast to be between approximately 5 minutes and 6 minutes and 30 seconds.

Table 6-1 Journey times on A358 between junction 25 and Southfields roundabout

Time Period	Direction	Journey time without scheme	Journey time with scheme	Journey time saving
Year 2028				
Morning peak (07:00-10:00)	Eastbound	17 min 47 sec	12 min 34 sec	5 min 13 sec
	Westbound	15 min 57 sec	10 min 17 sec	5 min 40 sec
Inter-peak (10:00-16:00)	Eastbound	16 min 43 sec	11 min 25 sec	5 min 18 sec
	Westbound	15 min 04 sec	10 min 06 sec	4 min 58 sec
Evening peak (16:00-19:00)	Eastbound	17 min 09 sec	11 min 39 sec	5 min 30 sec
	Westbound	15 min 17 sec	10 min 11 sec	5 min 06 sec
Year 2043				
Morning peak (07:00-10:00)	Eastbound	20 min 10 sec	14 min 12 sec	5 min 58 sec
	Westbound	17 min 00 sec	10 min 55 sec	6 min 05 sec
Inter-peak (10:00-16:00)	Eastbound	18 min 07 sec	11 min 49 sec	6 min 18 sec
	Westbound	16 min 03 sec	10 min 22 sec	5 min 41 sec
Evening peak (16:00-19:00)	Eastbound	19 min 31 sec	13 min 06 sec	6 min 25 sec
	Westbound	16 min 00 sec	10 min 21 sec	5 min 39 sec

7 Value for money assessment

7.1.1 The differences in both traffic volumes and journey times form some of the key inputs that are used to determine how much impact the A358 Taunton to Southfields Dualling Scheme has compared to a future network without the scheme included. A value for money assessment is undertaken to analyse a range of different aspects that are impacted by the scheme.

7.1.2 Direct traffic impacts in the form of time savings to users of the A358 form a significant part of those benefits, but the value for money assessment also covers various other aspects such as road safety and environmental impacts. In the value for money assessment the benefits of the scheme are compared to the costs of constructing it.

7.1.3 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 for the scheme was announced indicated that the benefits of the proposed scheme would be 21% higher than the scheme costs.

8 Impact of Covid-19 on traffic patterns and volumes

8.1.1 There is an accepted level of uncertainty in traffic forecasting as future traffic levels are dependent on a number of assumptions including population growth, job growth and economic growth. This uncertainty is captured in a systematic way through the creation of low, central, and high growth scenarios.

8.1.2 Covid-19 has had a significant impact on traffic levels since March 2020, in particular during periods of lockdown. Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping. As of July 2021, overall traffic levels were back up to 97% of pre-Covid-19 levels (with goods vehicles at 107%).

8.1.3 The long-term future impacts that Covid-19 will have on traffic levels are not yet known. Traffic data shows that traffic levels have recovered to broadly typical levels and therefore future year traffic levels are very likely to be closest to existing central growth forecasts. Low and high growth sensitivity tests are being produced in addition to central growth forecasts to allow us to assess a range of possible future outcomes and the impact that these may have on the scheme.

9 Impact on traffic flows on the local road network

9.1.1 Figure 9-1 below indicates where changes in traffic volumes are forecast on the local road network as a result of the A358 Taunton to Southfields Dualling Scheme. The data has been extracted from the forecast traffic model. Sections of road are shown schematically as straight lines rather than following the true alignment of each road as this is how they are visually represented within the traffic model.

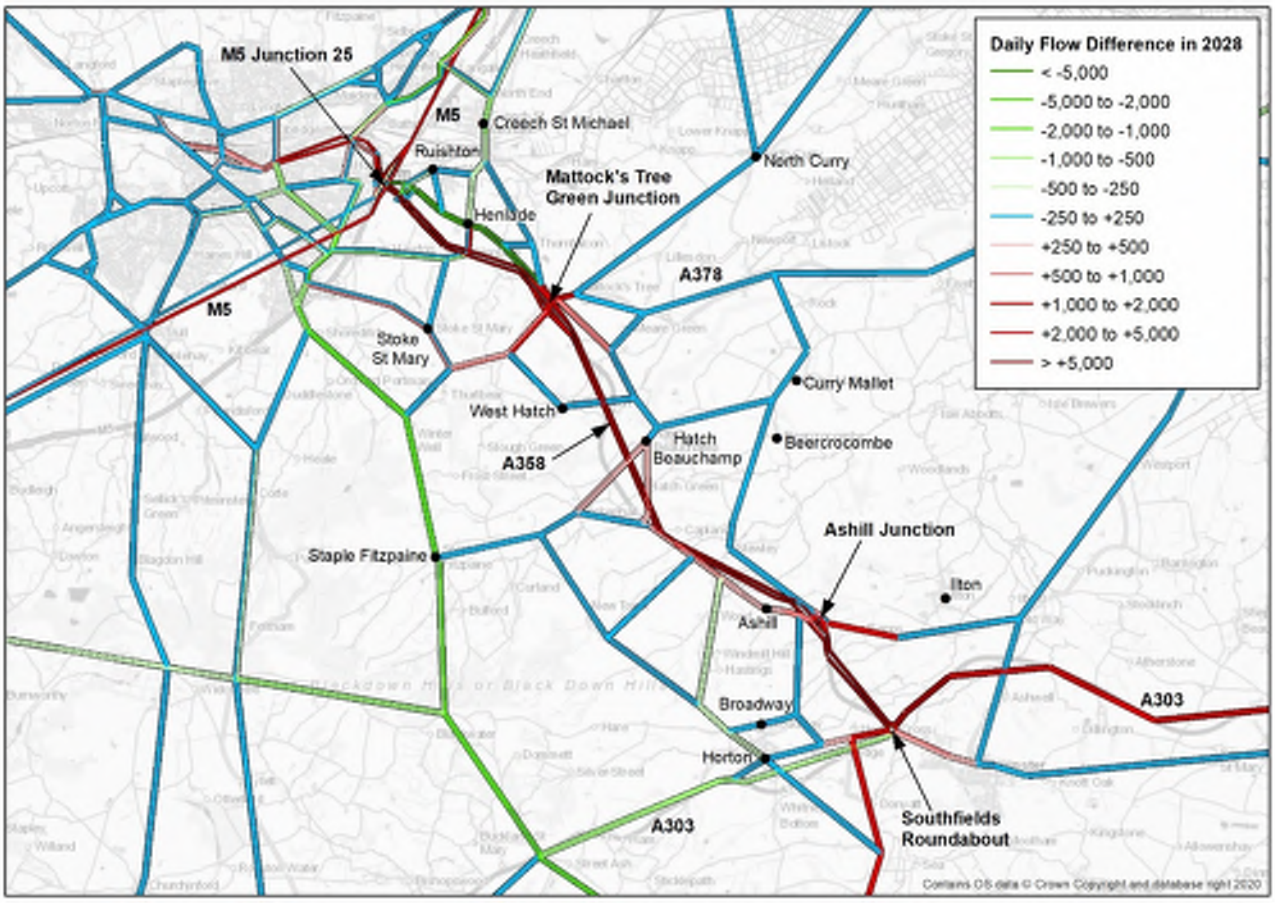


Figure 9-1 Forecast changes in daily traffic volumes on the local road network

9.1.2 The impact on the local road network around the A358 corridor would be broadly neutral in most locations as indicated by the blue lines. Increases in traffic flows, as indicated by the red lines, would be focused predominantly around the access points to the proposed A358 dual carriageway at Mattock's Tree Green junction and Ashill junction. Decreases in traffic flows are indicated by the green lines.

9.1.3 An assessment of the local roads where increases in traffic flows are shown is underway in order to determine whether the roads are of a suitable standard to accommodate the additional traffic. In most cases the affected roads have sufficient capacity to cater for the forecast uplift in traffic. Locations where this applies include Village Road, Rapps Road and the old A303 between Suggs Lane and Horton Cross.

9.1.4 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.

10 Impact on routeing through the local road network

10.1.1 The proposed scheme would close all junctions where the local road network meets with the existing single carriageway A358, replacing them with two split level junctions at Mattock's Tree Green and Ashill for local road access, where traffic would be able to connect to the A358 via slip roads. All private means of access directly onto the A358 would be removed and alternative access via the local road network would be provided. Split level junctions and alternative access provision to the A358 is safer than the numerous existing junctions and private accesses along the A358.

10.1.2 The changes in access points to the A358 would result in some traffic travelling to and from local communities choosing different routes through the local road network, as the only places to access the A358 dual carriageway from the local road network between M5 junction 25 and Southfields roundabout would be at the Nexus 25 roundabout and the two new split level junctions.

10.1.3 The schematic diagram in Figure 10-1 indicates how traffic from local communities would typically route through the local road network to access the A358 Taunton to Southfields Dualling Scheme.

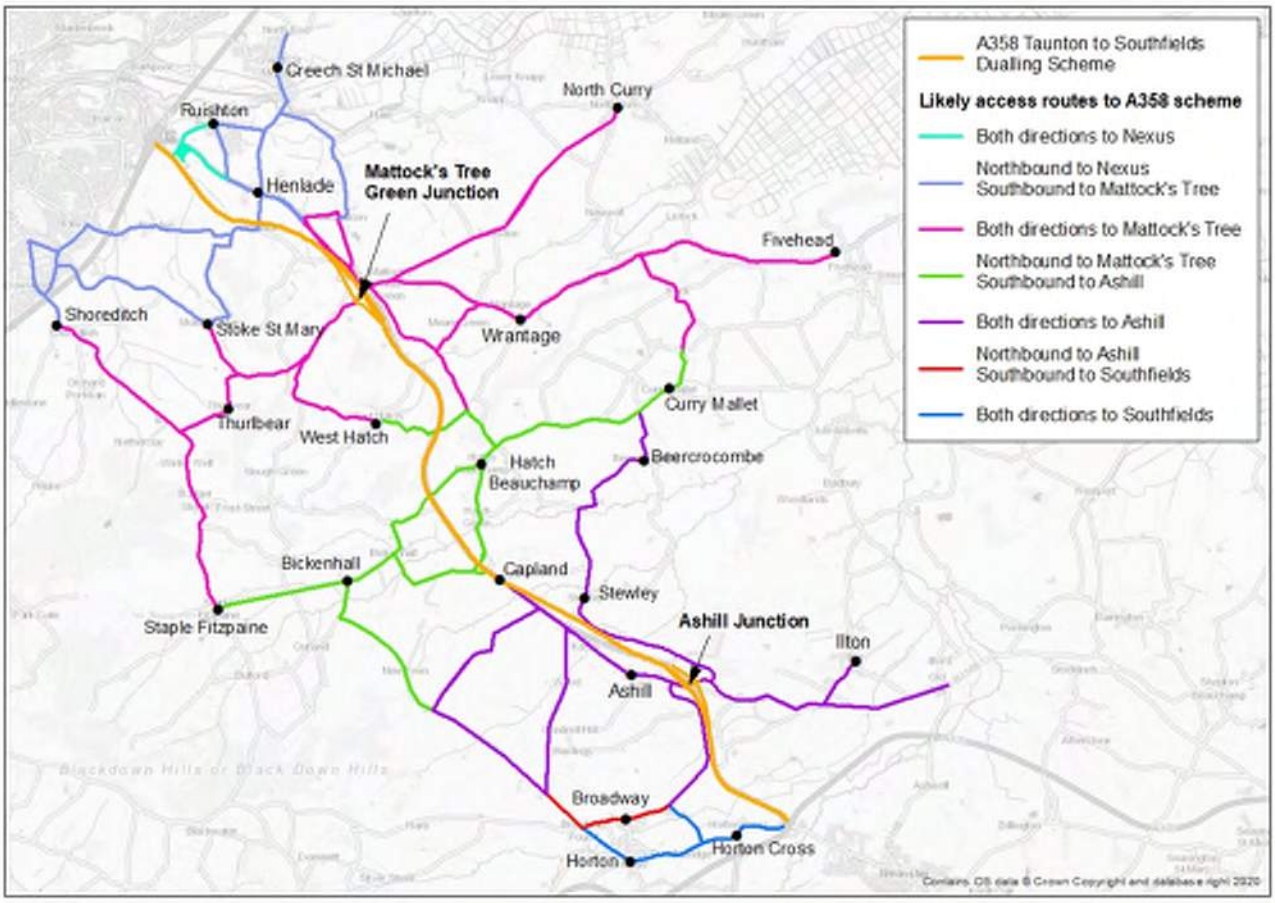


Figure 10-1 Likely access routes from local communities to the A358 scheme

Appendix 4.24

Photographs of 2021 statutory public information events

Mixture of traditional and digital tools and products:

- Exhibition banners, large scale maps, hard copy materials
- 3D fly-through animation – video and interactive version

Observed COVID-19 protocols to deliver safe events.

Appendix 4.25

Copy of 2021 statutory consultation event boards

national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

Welcome

Thank you for taking an interest in this consultation on the A358 Taunton to Southfields Dualling Scheme.

We're looking to improve this approximately 8.5 mile section of road to two lanes in each direction. This would make journeys safer, quicker and more reliable for the wide variety of people who use the road.

We need your help to shape our plans before we submit our planning application to build the new road. This event explains what we are proposing to build and where.

We encourage you to read the information on display and in our consultation booklet. You can then provide your thoughts by completing a feedback questionnaire.

It's important that you respond by **23:59 on Monday 22 November 2021**. Responses received after this time may not be considered.

national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

About National Highways

At National Highways (formerly Highways England) 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.

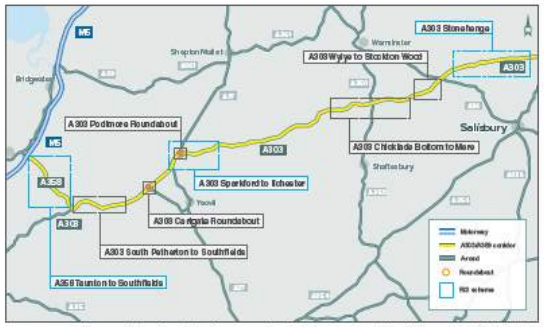
We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £27.4 billion of government investment on our network – the largest investment in a generation.

The A358 Taunton to Southfields Dualling Scheme is 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.

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 connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

The map below shows a programme of 8 improvement schemes that have been identified to make this vision a reality. We currently have funding to take forward the following schemes:

- A358 Taunton to Southfields
- A303 Sparkford to Ilchester
- A303 Stonehenge (Amesbury to Berwick Down)



Diagrammatic plan not to scale, junction arrangements are indicative © Crown copyright and database rights 2021 OS 100030649

national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

What the project would deliver

Improving safety, delivering reliable journeys and keeping communities connected.

The A358 road between Taunton and Southfields roundabout, near Ilminster, is essential for people who live and work in the area, and the wider region using the M5 and the A303.

Despite the route being such an important connection, the existing A358 is predominantly single carriageway and at busy times it carries many more vehicles than it was designed for. It also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents.

Through our improvement to this route, we would:

keep people connected to places by:

- improving connectivity between towns whilst maintaining connectivity between villages
- reducing congestion during peak travel times, weekends and the summer
- allowing traffic to join or leave at new junctions on the A358 without queueing to access local roads from the main carriageway

future-proof the route by:

- reducing congestion and journey times
- reducing traffic through local towns and villages. In Henlade we hope to see average daily traffic levels reducing from 33,500 vehicles to 4,000 by 2038
- providing clear improvements to air quality in the area – we expect the Air Quality Management Area in Henlade to be improved

facilitate a growth in jobs, investment and housing by:

- providing a free-flowing and reliable connection between the area and other parts of the UK
- generating an estimated £37.7m per year for South Somerset and Somerset West and Taunton, as well as creating approximately 630 jobs

national highways

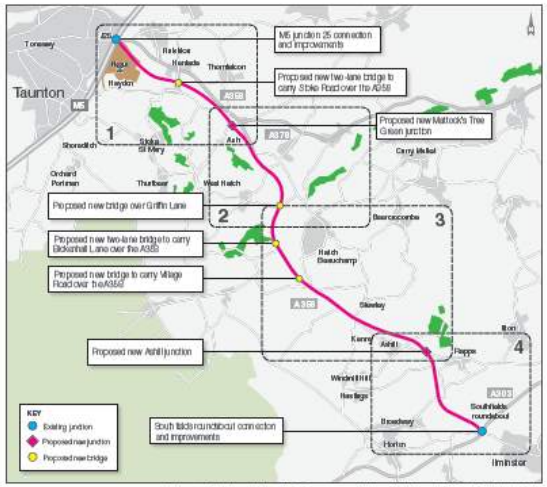
A358
Taunton to Southfields Dualling Scheme
12 October to 22 November 2021

What we're consulting on

Since announcing our preferred route for the project in 2019 we have been working to refine the design for the new road. We now want to know what you think about these more detailed proposals and we have divided the route into four sections:

- **Section 1:** M5 junction 25 to Mattock's Tree Green junction
- **Section 2:** Mattock's Tree Green junction to Griffin Lane
- **Section 3:** Griffin Lane to Ashill junction
- **Section 4:** Ashill junction to Southfields roundabout

Key features of the project



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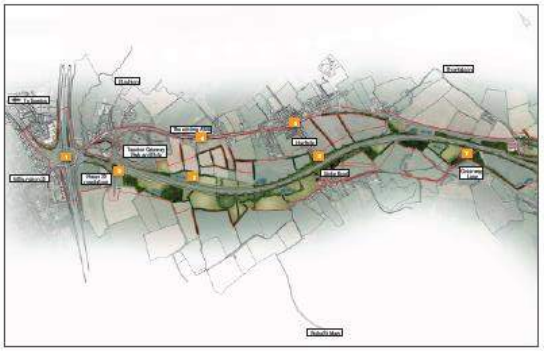
A358
Taunton to Southfields Dualling Scheme
12 October to 22 November 2021

Section 1: M5 junction 25 to Mattock's Tree Green junction



Diagrammatic plan not to scale © Crown copyright and database rights 2021 OS 100030649

Legend for plan

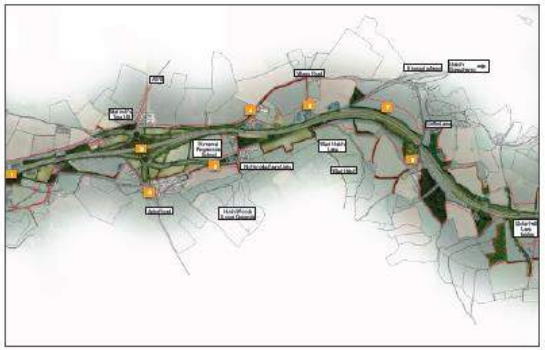
1. M5 junction 25 connection and improvements
2. Nexus 25 roundabout connection and improvements
3. The route moves south of the existing A358 and continues through to Stoke Road
4. The existing A358 road would be retained
5. A new two-lane bridge would carry Stoke Road over the A358
6. Traffic would be moved away from Henlade
7. The junction between Greenway Lane and the existing A358 would be closed

Scheme boundary

national highways

A358
Taunton to Southfields Dualling Scheme
12 October to 22 November 2021

Section 2: Mattock's Tree Green junction to Griffin Lane



Diagrammatic plan not to scale © Crown copyright and database rights 2021 OS 100030649

Legend for plan

1. The route runs alongside the existing A358 before entering a cutting through Mattock's Tree Hill
2. Mattock's Tree Green junction
3. A connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units
4. Village Road link to the Mattock's Tree Green junction to provide access to Hatch Beauchamp
5. The existing junction between Ash Road and the existing A358 would remain open for access to properties
6. The existing junction between West Hatch Lane and the existing A358 would be closed
7. The route continues on the path of the existing A358 and would be widened on the eastern side of the existing A358
8. Griffin Lane bridge would be retained to carry the westbound carriageway of the new route. Another bridge would be built alongside it for the eastbound carriageway

Scheme boundary

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A358
Taunton to Southfields
Dualling Scheme
12 October to 22 November 2021

Section 3: Griffin Lane to Ashill junction

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Legend for plan

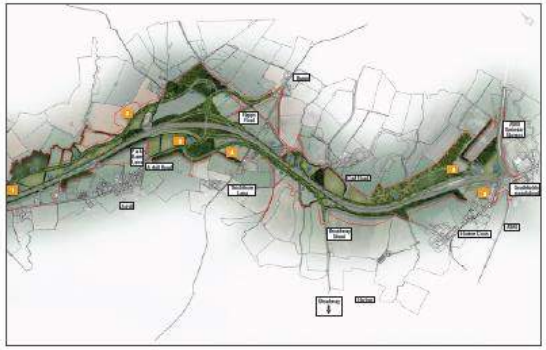
1. The route follows the existing A358 from Griffin Lane toward Capland
2. A new bridge at Bickenhall Lane to cross the A358; access to the A358 from Bickenhall Lane would be closed
3. Village Road would be diverted via a bridge over the A358; the existing junctions between Village Road and Staple Fitzpaine Road and the existing A358 would be closed
4. The existing junction between Capland Lane and the existing A358 would be closed; three options are proposed
5. The route moves north-east of the existing A358, allowing the existing road to be converted to a local route

Scheme boundary

national highways

A358
Taunton to Southfields
Dualling Scheme
12 October to 22 November 2021

Section 4: Ashill junction to Southfields roundabout



Diagrammatic plan not to scale © Crown copyright and database rights 2021 OS 100030649

Legend for plan

1. From Stewley, the route follows the existing A358
2. New Ashill junction
3. A new parallel road to connect Stewley with the Ashill junction and provide access to the A358; the existing junctions on the A358 with Stewley Lane, the old A358 / Ashill Road and Park Barn Lane would be closed
4. A new parallel road to connect Broadway Street and Thickthorn Lane with Ashill junction and provide access to the A358; the existing junctions on the A358 with Cad Road and Broadway Street would be closed
5. Southfields roundabout connections and improvements
6. Access track

Scheme boundary

To find out more details about the proposed road, please see the consultation booklet

To find out more on alternative traffic routes please see the Technical Traffic Note.

national highways

A358
Taunton to Southfields
Dualling Scheme
12 October to 22 November 2021

Improvements for walkers, cyclists and horse riders including disabled users

At this stage we're looking to ensure routes are in the right places; we will then progress the detailed design work if the project gains planning consent.

Where the proposed route cuts across a walking, cycling or horse riding route, we will make sure the majority will be kept in place by offering safe and well planned diversions. In total, there would be nine crossings of the new road, 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 plan to make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to the Southfields roundabout. Alternative routes would be available in locations where the off-road tracks would be too steep for wheelchair users.

For more information see **Chapter 12 of our Preliminary Environmental Information (PEI) Report.**

To view our plans for walking, cycling, horse riding and disabled users please see our **Walking, Cycling and Horse Riding Plans**

national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

Planning ahead to construction

The construction programme

Our plan is to start construction of the new road in 2024/25 and complete it in 2028.

- **Phase 1** - next to the existing A358 between junction 25 of the M5 to the Southfields roundabout. We would maintain one lane open in each direction while we construct the new road alongside. To safely install the new bridges overnight road closures would be required.
- **Phase 2** - upgrade and construction of the new carriageway that would be built over the existing A358 road.

Planning for construction

Once we have finalised our proposals, we will prepare a Traffic Management Plan and a Construction Phase Plan, which will explain exactly how we would seek to minimise disruptions during the construction period.

We will also be preparing an Environmental Management Plan, which explains how we would manage the temporary impact of construction on local communities, the environment and the local landscape, as well as any ways we can lessen the impact of construction.

Site compounds and the use of public roads

We would need to use areas close to the project as site compounds for the storage of equipment and materials. These would be located close to major junctions along the proposed route. See Chapter 2 of the PEI Report for the location of the proposed site compounds.

national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

The environment

We are continuing to gather environmental information that allows us to identify the potential impacts of the proposed project and develop measures to avoid or reduce them.

While this is ongoing, we have prepared a PEI Report, which outlines our early findings and will be developed in an Environmental Statement.

The Environmental Statement will be submitted as part of our application. As part of our PEI Report, we're assessing:

- air quality
- cultural heritage
- landscape and visual effects
- biodiversity
- geology and soils
- materials, assets and waste
- noise and vibration
- population and human health
- road drainage and the water environment
- climate
- cumulative effects

For more information, please see our **PEI Report** or the shortened **Non-Technical Summary.**

national highways

A358

Taunton to Southfields Dualling Scheme

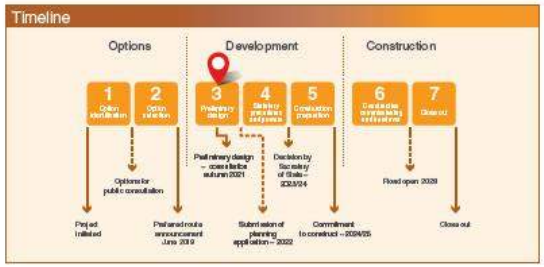
12 October to 22 November 2021

Next steps

Once the consultation has closed 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 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. We expect to submit our DCO application in 2022 and, if it is granted, start work on the A358 improvements in 2024/25.

Once our application has been accepted, the Planning Inspectorate (acting on behalf of the Secretary of State) may 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 table below.



national highways

A358

Taunton to Southfields Dualling Scheme

12 October to 22 November 2021

Giving us your feedback

Please complete a feedback questionnaire.

You can hand it in at a public event or take it home and return it to:

FREEPOST A358 TAUNTON TO SOUTHFIELDS

Note: the address must be written in capital letters and you do not need a stamp.

You can also complete a questionnaire online via:

www.highwaysengland.co.uk/a358-taunton-to-southfields

Please send all feedback to us by **23:59 on Monday 22 November 2021**. Responses received after this time may not be considered.

If you have any further questions or would like to find out more, please contact us by:

0300 123 5000

A358TauntontoSouthfields@highwaysengland.co.uk

Appendix 4.26

Copy of press release issued to media outlets and list of media outlets sent the press release

Sub -Appendix No.	Appendix Title
4.26a	Copy of press release issued to media outlets
4.26b	List of media outlets sent the press release

Appendix 4.26a

Copy of press release issued to media outlets

Have your say on new designs for A358 Taunton to Southfields upgrade

National Highways wants your views on its updated designs for the upgrade of the A358 in Somerset.

The planned upgrade of the A358, a key route linking the south west and London and south east, will see a single lane stretch of carriageway between the M5 at Taunton and the Southfields roundabout upgraded to dual carriageway.

***Caption**: Have your say on the new designs for A358 Taunton to Southfields upgrade from the 12 October*

Katherine Liddington, Senior Project Manager for the A358 scheme, said:
"We plan to build approximately 8.5 miles of new dual carriageway, which will considerably improve road safety, reduce traffic congestion and improve connectivity for road users and local communities, while unlocking economic growth in Somerset and beyond.

"Since announcing our preferred route for the project in 2019 we have been working to refine the preliminary design for the new road. We've made some improvements to our proposals, which will improve access safety to local roads and reduce the impact on communities, the environment, and the local landscape.

"As part of the planning process, we would like to hear your thoughts on our proposed design. This will help refine our preliminary design before we submit our planning application in 2022."

In delivering the scheme, we're aiming to:

- 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.

- 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
- 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
- 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
- work with local communities to reduce the impact of the road, and look for ways to improve local people's quality of life
- make journey times more reliable and resilient; by providing more capacity it will become easier to manage traffic when incidents occur

Consultation runs from 12 October to 22 November 2021 with feedback helping National Highways develop its planning application for a Development Consent Order (DCO) to be submitted next year.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

All plans will be available on a dedicated consultation website, that can be accessed via www.highwaysengland.co.uk/a358-taunton-to-southfields from 10:00 on the 12 October 2021 where you'll also be able to ask our project team any questions you may have via a web chat function.

National Highways are holding three public consultation events in line with government guidance:

- **Tuesday 19 October 2021, 2pm – 8pm**: Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL,
- **Saturday 23 October 2021, 11am – 6pm:** Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT,
- **Wednesday 3 November 2021, 11am – 6pm,** Holiday Inn Taunton, Deane Gate Avenue, Taunton, Somerset, TA1 2UA,

There will also be several themed webinars, for more information on these, visit: http://www.highwaysengland.co.uk/a358-taunton-to-southfields

If you do not have access to the internet, you can request a free copy of our consultation booklet, feedback questionnaire and non-technical summary of the Preliminary Environmental Information Report' by calling 0300 123 5000 or emailing A358TauntontoSouthfields@highwaysengland.co.uk

Consultation launches on new designs for A358 Taunton to Southfields upgrade

National Highways has today (12 October) launched a consultation for the upgrade of the A358 in Somerset.

The planned upgrade of the A358, a key route linking the south west and London and south east, will see a single lane stretch of carriageway between the M5 at Taunton and the Southfields roundabout, upgraded to dual carriageway.

The proposed scheme would considerably benefit road users, local communities and businesses.

***Caption**: Visualisation of the proposed Mattock's Tree Green junction looking east towards the A378 and Wrantage*

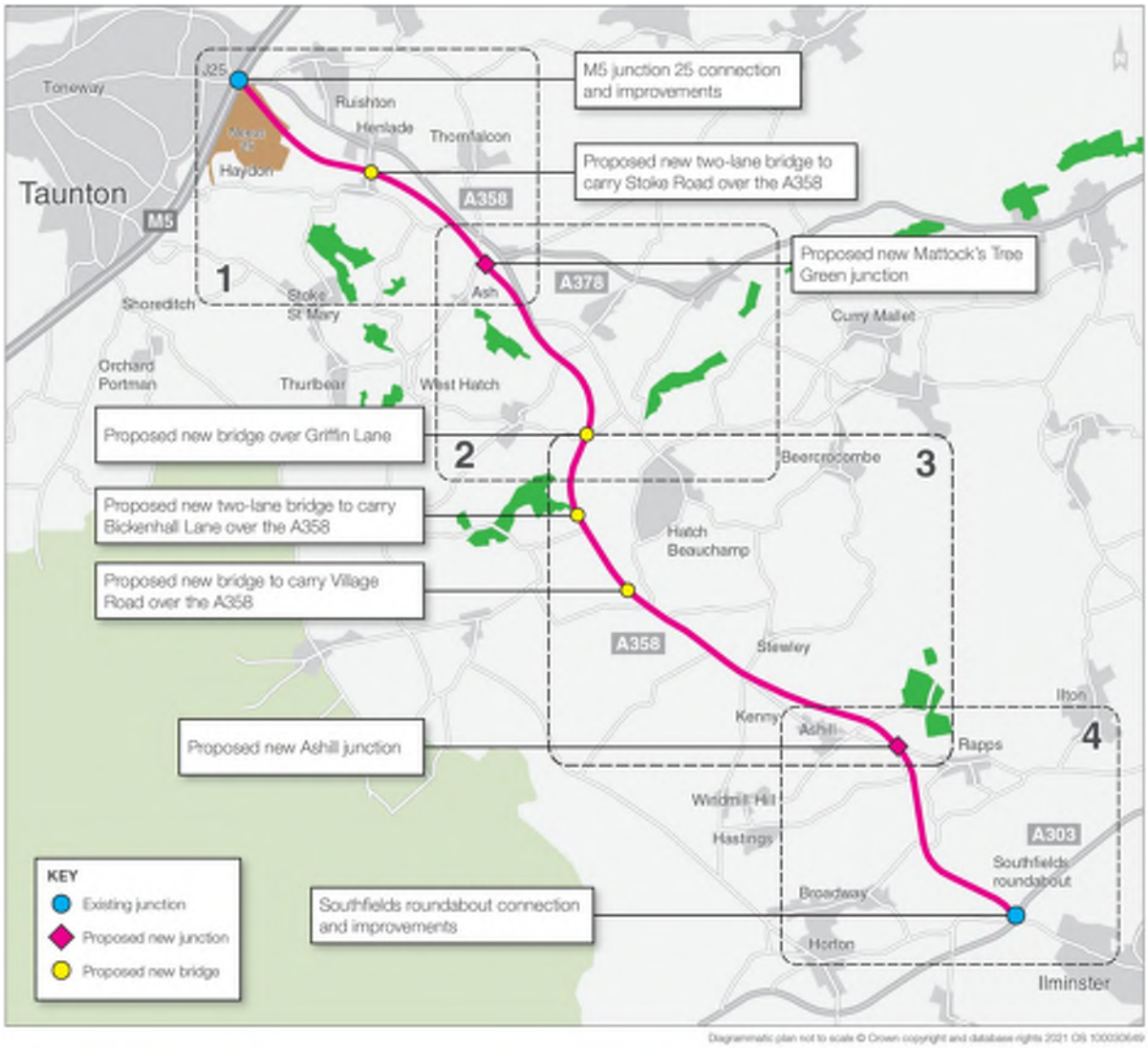
Katherine Liddington, Senior Project Manager for the A358 scheme, said:
"We plan to build approximately 8.5 miles of new dual carriageway, which will considerably improve road safety, reduce traffic congestion and improve connectivity for road users and local communities, while unlocking economic growth in Somerset and beyond.

"Since announcing our preferred route for the project in 2019 we have been working to refine the preliminary design for the new road. We've made some improvements to our proposals, which will improve access safety to local roads and reduce the impact on communities, the environment, and the local landscape.

"As part of the planning process, we would like to hear your thoughts on our proposed design. This will help refine our preliminary design before we submit our planning application in 2022."

Rebecca Pow MP added: “The A358 upgrade has been a long time coming and a great deal of progress has been made to reach this stage.

“It is as important as ever that the A303/A358 corridor is improved as this is vital to unlocking the region. I hope as many people as possible will take part in the consultation.”



***Caption**: A358 Taunton to Southfields proposed route map*

In delivering the scheme, we’re aiming to:

- 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.
- 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
- 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

- 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
- work with local communities to reduce the impact of the road, and look for ways to improve local people's quality of life
- make journey times more reliable and resilient; by providing more capacity it will become easier to manage traffic when incidents occur

Paula Hewitt, Somerset County Council's Lead Director for Economic and Community Infrastructure, said: "The A358/A303 is an incredibly important main transport artery for Somerset and this major project is vital for future growth in the county.

"We'd encourage everyone to get involved in the consultation and have their say on the scheme – this is your chance to make your voice heard."

The consultation runs from today to Monday, 22 November 2021 with feedback helping National Highways develop its planning application for a Development Consent Order (DCO) to be submitted next year.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

One of the best ways to find out more about our proposals and have your say is to visit our online exhibition. You can access this via www.highwaysengland.co.uk/a358-taunton-to-southfields – there are dedicated times when you can chat with members of the project team who'll be happy to answer any questions you may have.

There will also be nine online question and answer events, and three public consultation events in line with government guidance:

- Taunton Racecourse – Tuesday 19 October, 2pm - 8pm
- Monks Yard – Saturday 23 October, 11am - 6pm
- Holiday Inn Taunton – Wednesday 3 November, 11am - 6pm

If you do not have access to the internet, you can request a free copy of our consultation booklet, feedback questionnaire and non-technical summary of the Preliminary Environmental Information Report by calling 0300 123 5000 or emailing A358TauntontoSouthfields@highwaysengland.co.uk

Ends

Notes to editor

A scheme visualisation will be available tomorrow.

Public consultation events:

- Taunton Racecourse, Orchard Portman, Taunton, TA3 7BL Tuesday 19 October, 2pm - 8pm
- Monks Yard (Conference Room), Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT Saturday 23 October, 11am - 6pm
- Holiday Inn Taunton, Deane Gate Avenue, Taunton, Somerset, TA1 2UA, Wednesday 3 November, 11am - 6pm

Webinars, focusing on different topics:

Consultation webinars	Dates	Time
Consulting on the A358 Taunton to Southfields Dualling Scheme	Thursday 14 October	12pm
Section 1 – M5 junction 25 to Mattock's Tree Green junction	Wednesday 20 October	5pm
Section 2 – Mattock's Tree Green junction to Griffin Lane	Thursday 21 October	12pm
Section 3 – Griffin Lane to Ashill junction	Thursday 21 October	5pm
Section 4 – Ashill junction to Southfields roundabout	Friday 22 October	5pm
A358 Taunton to Southfields – Walking, cycling and horse-riding	Monday 1 November	3pm
Consultation webinar: A358 Taunton to Southfields – The Environment	Tuesday 2 November	3pm
A358 Taunton to Southfields – Traffic modelling	Thursday 4 November	3pm
A358 Taunton to Southfield: Consulting on the A358 Taunton to Southfields Dualling Scheme	Thursday 18 November	6pm

Dedicated times when you can chat to project team online through the virtual exhibition:

Date	Time
Tuesday 12 October	4pm – 7pm
Wednesday 13 October	11am – 2pm
Friday 15 October	8am – 11am
Friday 15 October	3pm – 6pm
Monday 18 October	12pm – 3pm
Wednesday 20 October	10am – 1pm
Wednesday 20 October	6pm – 9pm

Friday 22 October	9am – 12pm
Friday 22 October	3pm – 6pm
Thursday 18 November	3pm – 6pm
Friday 19 November	9am – 12pm

You can register for these by emailing: A358TauntontoSouthfields@highwaysengland.co.uk

Appendix 4.26b

List of media outlets sent the press release

List of media outlets sent press release for 2021 statutory consultation
*Research Professional
3FM
97.3 Apple FM
Basingstoke Gazette
Bath Echo
BBC News Groups
BBC One
BBC Points West
BBC Radio 4
BBC Radio Berkshire
BBC Radio Bristol
BBC Radio Cornwall
BBC Radio Devon
BBC Radio Gloucestershire
BBC Radio Manchester
BBC Radio Solent
BBC Radio Somerset
BBC Radio Wales
BBC Radio Wiltshire
BBC South (TV Station)
BBC South West (TV Station)
BBC Three
BCfm 93.2
BIRSt
Bishopston Voice
Bodmin Voice
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bournemouth Daily Echo
Bradley Stoke Journal
Bradley Stoke Journal
Bridgwater Mercury
Bridport News
Bridport Nub News
Bristol Post

Bristol24/7
Built Environment
BusinessLive
Carwow
Castledown FM
Central Somerset Gazette
Chard & Ilminster News
Cheddar Valley Gazette
Chew Valley Gazette
Coast FM (96.5 - 97.2)
Construction News
Construction News
Cornish & Devon Post Series
Cornish Guardian
Cornish Guardian
Cornish Times
Cornwall Live
Cornwall Reports
Crediton Country Courier
Crediton Gazette
Daily Mirror
Dartmoor Links Magazine
Dawlish Gazette
Devon Life
Devonlive.com
Dorset Echo
DorsetLive
Downend Voice
Dragon Radio Wales
East Devon News
EX33
Exmouth Journal
Exmouth Journal
Express & Echo
Falmouth Nub News
Filton Voice
Fix Radio
Freelancers
Frome Standard
Frome Times
Frome Valley Voice
Frome Valley Voice

Gillingham & Shaftesbury News
Gloucestershire Gazette
Gloucestershire Live
Goldmine FM
Greatest Hits Radio (Bristol & The South West)
Greatest Hits Radio (Bucks, Beds and Herts)
Greatest Hits Radio (Dorset)
Greatest Hits Radio (Salisbury)
Greatest Hits Radio (Swindon)
Greatest Hits Radio Plymouth
Greatest Hits Radio Somerset
Ground Engineering
Heart Cambridgeshire
Heart London 106.2
Heart South Coast
Heart South West
Heart West Country
Heart Wiltshire
Henleaze & Westbury Voice
Herald Express (Torquay)
Highways
Highways Industry
Highways News
Highways.Today
Hits Radio
Hits Radio (Bristol)
Holsworthy Post
IJGlobal
Ilford Recorder
INRIX
InYourArea
ITV
ITV Meridian
ITV News
ITV News West Country
Ivybridge and South Brent Gazette
KeeP 106FM
Keynsham Voice
Kingsbridge and Salcombe Gazette
Launceston Journal Gazette
Like Radio
LymeOnline

Made in Bristol
Melksham Independent News
Mendip Times
Mid Cornwall Advertiser
Mid Devon Gazette Series
Mid-Devon Advertiser
Midsomer Norton, Radstock & District Journal
Midweek Herald
myCornwall
New Civil Engineer
New Milton Advertiser & Lymington Times
New Valley News
Newquay Voice
North Cornwall Advertiser
North Devon Gazette
North Devon Journal
North Somerset Times
Okehampton Times
Oxford Mail
PA Media
Parking Review
Pirate FM
Planet Rock Radio
Plymouth Herald
Plymouth Live
Plympton, Plymstock & Ivybridge News
Radio Exe
Radio Scilly
Radstock Nub News
Reach Plc
Salisbury Journal
Saltash Observer
Sedgemoor Apple
SH Magazine
Shepton Mallet Journal
Sherborne Times
Shire
Sidmouth Herald
Somerset County Gazette
Somerset Live
Somerset Living
Source FM

South Bristol Voice
South Hams Newspapers
South West Business Insider
St Austell Voice
St Ives Times & Echo
St. George & Redfield Voice
Sunshine Radio 106.2, 107 & 107.8 FM
Swanage & Wareham Advertiser
Swanage & Wareham Voice
Swindon 24
Swindon Advertiser
Swindon Business News
Swindon Star
SWNS.com
Tavistock Times Gazette
Teignmouth News
Teignmouth Post
That's Salisbury TV
The Bath Chronicle
The Business Exchange Bath & Somerset
The Construction Index
The Cornishman
the Devon week
The Exeter Daily
The Leveller
The Moorlander
The Packet Series
The Pigeon (Bristol)
The Plympton Podcast
The Sun
The Voice North Devon
The Wiltshire Star
The Wotton Times
Thornbury Gazette
Thornbury Voice
Torbay Weekly
Totnes Times
Transport + Energy
Transport Infrastructure News
Transport Network
Truro Voice
Tunnels & Tunnelling International

Ujima Radio 98FM
University Radio Bath
Utility Week
WalesOnline
Warminster Journal
Wave 105.2 FM
Wellington Weekly News
Wells Voice
West Briton
West Somerset Free Press
West Somerset News Trader
Western Daily Press
Western Gazette
Western Morning News
Weston & Somerset Mercury
White Horse News
Wilderness
Wilts and Gloucestershire Standard
Wiltshire Times
Wiltshire Today
Xpression FM
Yate & Sodbury Gazette
Yate & Sodbury Voice

Appendix 4.27

Photographs of 2021 engagement van


national highways
A358 Taunton to Southfields Dualling Scheme
Have your say between Tuesday 12 October
and Monday 22 November 2021
halfords


national highways
A358 Taunton to Southfields Dualling Scheme
We're consulting on plans to upgrade the A358 between the M5 at Taunton and the Southfields roundabout on the A303
Have your say between Tuesday 12 October and Monday 22 November 2021
4 hour parking restriction
120 minute parking restriction

Appendix 5.1

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

Table	Title
Appendix Table 5.1A	Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposals to upgrade M5 junction 25 and the Nexus roundabout and National Highways response.
Appendix Table 5.1B	Summary of matters raised in relation to Q1b of the feedback questionnaire in relation to proposals for a new bridge over the A358 at Stoke Road and National Highways response.
Appendix Table 5.1C	Summary of matters raised in relation to Q1c of the feedback questionnaire in relation to any other comments about our plans for Section 1: M5 junction 25 to Mattock's Tree Green junction and National Highways response.
Appendix Table 5.1D	Summary of matters raised in relation to Q2a of the feedback questionnaire in relation to 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 and National Highways response.
Appendix Table 5.1E	Summary of matters raised in relation to Q2b of the feedback questionnaire in relation to for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm and National Highways response.
Appendix Table 5.1F	Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to 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 and National Highways response.
Appendix Table 5.1G	Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and National Highways response.
Appendix Table 5.1H	Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse riders and disabled users and National Highways response.
Appendix Table 5.1I	Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and National Highways response.
Appendix Table 5.1J	Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and National Highways response.
Appendix Table 5.1K	Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and National Highways response.
Appendix Table 5.1L	Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and National Highways response.
Appendix Table 5.1M	Summary of matters raised in relation to Q4a of the feedback questionnaire in relation to proposals for the Ashill junction and National Highways response.
Appendix Table 5.1N	Summary of matters raised in relation to Q4b of the feedback questionnaire in relation to proposals for a parallel road on the eastern side of the A358 to connect Stewley

Table	Title
	with the Ashill junction and provide access to the A358 and National Highways response.
Appendix Table 5.1O	Summary of matters raised in relation to Q4c of the feedback questionnaire in relation to 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 and National Highways response.
Appendix Table 5.1P	Summary of matters raised in relation to Q4d of the feedback questionnaire in relation to proposals for Southfields roundabout and National Highways response.
Appendix Table 5.1Q	Summary of matters raised in relation to Q4e the feedback questionnaire in relation to plans for Section 4: Ashill junction to Southfields roundabout and National Highways response.
Appendix Table 5.1R	Summary of matters raised in relation to Q5 of the feedback questionnaire in relation to 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 and National Highways response.
Appendix Table 5.1S	Summary of matters raised in relation to Q6 of the feedback questionnaire in relation to any comments on our proposals for construction, including the proposed phasing and National Highways response.
Appendix Table 5.1T	Summary of matters raised in relation to Q7 of the feedback questionnaire in relation to comments on the information presented in the Preliminary Environmental Information (PEI) Report and National Highways response.

Appendix Table 5.1A Summary of matters raised in relation to Q1a of the feedback questionnaire in relation to proposals to upgrade M5 junction 25 and the Nexus roundabout and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Supports the proposals to upgrade M5 junction 25 as considers Henlade will benefit from a Bypass due to the air quality in the are currently being affected by stationary traffic	National Highways acknowledges the general support received in relation to the design proposals. By improving congestion and reliability, the scheme aims to improve local air quality, particularly in the Henlade Air Quality Management Area. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).	No
2	Air quality	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout as it is considered that this area experiences traffic pollution, and these proposals could reduce this impact.	National Highways acknowledges the general support received in relation to the design proposals. By improving congestion and reliability, the scheme aims to improve local air quality, particularly in the Henlade Air Quality Management Area. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).	No
3	Air quality	Concerned the proposals will create pollution in Hatch Beauchamp.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	No
4	Air quality	Objects to the scheme as considers there are air quality issues	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in Nitrogen Dioxide (NO2) concentrations within the Air Quality Management Area at Henlade. Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	N/A
5	Alternatives to the scheme	States that without congestion problems at either end of the A358 Taunton-Southfields stretch there would be no need for any further works.	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
6	Alternatives to the scheme	Suggests the focus of funding should be on decent, regular and cheap public transport services as the road is perfectly adequate the traffic should just be reduced. Suggests the demand for roads should be the priority to address and reduce.	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
7	Alternatives to the scheme	Considers improving public transport would be better than the proposed 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.	No
8	Alternatives to the scheme	Comment that it is shocking that non-road building options have not been examined. Suggests preference for the Government to invest in rail enhancements that allow a reasonable, and clean, journey.	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
9	Alternatives to the scheme	Objection to proposals to upgrade M5 junction 25 and the Nexus roundabout as is considered to look messy. Suggests a freeflow link from M5 to A358 from the South as this would encourage traffic to use A358 rather than A303 through Blackdown Hills.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
10	Alternatives to the scheme	Objects to proposals for M5 J25 and the Nexus roundabout as considers the design flawed. Suggests there should be a free-flowing junction onto	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	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		the M5 further south and no roundabouts on the route, similar for example to A11 Fiveways.	progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The 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.	
11	Alternatives to the scheme	Consider that 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	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. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No
12	Economics	Objects to proposals as considers the funds would be better spent on the A303 Ilminster bypass as the benefits would be greater. Notes the A303 is dangerous and avoided by many locals whereas the A358 improvements will only save a few minutes on commutes.	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 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. 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. 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).	N/A

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			Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	
13	Alternatives to the scheme	Concerned that until the A303 congestion is minimised the A358 improvements would be nothing more than a quicker way to get stuck in traffic on the A303 or M5. Suggests it would be sensible to address the single carriageway stretch of the A303 first.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans. National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
14	Alternatives to the scheme	States that Taunton needs a much needed second junction to the south which would alleviate traffic around J25. States that this would also allow for another motorway access to Taunton to the south where considerable development is taking place and where the main hospital is situated. Highlights that currently all traffic, including emergency traffic, has to cross the centre of the town for access to the hospital.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document 5.1) for further information.	No
15	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made 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. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
16	Alternatives to the scheme	Considers the Nexus 25 roundabout needs to be enlarged and that the proposed scheme would not be viable without these improvements	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 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.	Yes
17	Alternatives to the scheme	Objects to the scheme as considers it is pointless if Southfields roundabout is not upgraded first, which isn't funded as part of this development.	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	No

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			schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
18	Biodiversity	Objects to proposals on ecological and environmental grounds. Considers no more tarmac should be laid and instead nature should be encouraged to thrive.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	No
19	Climate	Objects to the proposals to upgrade M5 junction 25 and the Nexus roundabout as concerned there is no investment in active travel to help tackle the climate crisis.	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. 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 traffic-free routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.	N/A
20	Climate	Objection to the principle of development in the context of the climate and biodiversity emergencies. Highlights the need to move to zero / low carbon transport with low land take. Concern that the world is and needs to change rapidly the whole scheme is out of date and hugely damaging to the environment.	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 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	N/A

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			of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
21	Climate	Suggests that given the climate crisis we should move away from highway schemes towards more sustainable options such as public transport.	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. 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
22	Climate	Objection to the proposed development. Concern that the proposal that fails to account for the Government declared climate emergency and it this seems to be entirely at odds with our legally binding obligation to cut emissions. Highlights that it will simply induce more road traffic.	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	No

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			demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. 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.	
23	Climate	Objects to proposals on climate grounds. Considers road traffic should not be encouraged by building more and wider roads and should instead be disincentivised.	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. 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
24	Climate	Concern about the carbon impact construction and operation of the scheme will cause	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.	No

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25	Climate	Objection to the proposals to upgrade M5 junction 25 and the Nexus roundabout. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	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. 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
26	Construction	Considers the proposals to upgrade M5 junction 25 and the Nexus roundabout should be constructed and completed before any other works begin, as considers without this phasing a bottle neck will be created	National Highways acknowledges the suggestion. 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 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	No
27	Construction	Concern that the proposal will cause too much disruption during construction	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 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	No
28	Construction	Objects to the scheme as considers construction work will produce noise pollution and disruption to the area	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. There would be temporary direct significant adverse noise effects at approximately 293 residential	No

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			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. 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.	
29	Construction	Considers the construction impacts are not warranted by the predicted economic gains of the scheme	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. 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. 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). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
30	Consultation	Questions the need to consult on proposals to upgrade J25 and Nexus given construction work on upgrades has already commenced.	National Highways acknowledges the response in relation to Nexus 25 and M5 junction 25 upgrades. Somerset Council have been the body responsible for the construction works taking place in this location, and these works are separate from the A358 Taunton to Southfields Dualling Scheme (the scheme) as consulted upon. National Highways will only carry out works proposed as part of the scheme in the event of the Development Consent Order application being successfully consented. As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. As set out in this Report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.	N/A
31	Consultation	Suggests the page references for the questionnaire do not match the relevant sections of the electronic consultation booklet.	National Highways appologises for any confusion caused by the numbering of the consultation booklet. The page references provided in the questionnaire are correct and do relate to the information intended to be referenced. Any confusion may have arisen due to the digital pdf being in A3 booklet form, and therefore the digital auto numbering provided by the pdf processor not reflecting that on the page. As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. National Highways provided a range of activities throughout the consultation period including in-person	No

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			events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team and were on hand to take questions relating to the feedback questionnaire.	
32	Consultation	Comments that they have followed the consultation process regularly and supports the current proposals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
33	Economics	Objects to the scheme as considers there will be no economic benefit to local villages	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. 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. 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). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	No
34	Economics	Considers the scheme to be a lot of money to reduce the journeys by 5 minutes.	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. 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. 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). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	No
35	Economics	Objection to the proposals to upgrade the M5 Junction 25 and the Nexus roundabout as these are considered to be low cost.	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. 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,	No

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			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. 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). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	
36	Economics	Highlights that a significant amount of money was recently spent by Somerset County Council at junction 25 in collaboration with the LEP and comments that to an extent, that work would be superseded by a lack of joined up planning.	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. 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. 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. 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. 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. 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. 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. 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).	No

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37	Economics	Queries whether there is any income received from Hinkley Point C linked extensive use of Taunton Park and Ride, at least to maintain the car park.	Somerset Council operate the Taunton Gateway Park and Ride site and therefore National Highways cannot comment on these operational matters.	N/A
38	Engineering design	Disagrees with the proposal as considers an expressway should not begin or end with a roundabout	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.	No
39	Engineering design	Suggests a motorway-type junction, for example a small spaghetti junction, would be more appropriate to reduce stopping.	The proposed design change at Nexus 25 for supplementary consultation from a roundabout to a signalised junction 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. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times. 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 for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions. 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 Any improvements further to those proposed risk increasing the cost of the scheme at a diminishing economic return. The methodology and results of the traffic modelling and economic appraisal is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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.	Yes
40	Engineering design	Disagrees with the proposed design for Mattock's Tree Green Junction as considers two roundabouts are 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. 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.	No
41	Engineering design	Concerns over some of the design execution, particularly jutting out kerb by the Park and Ride and difficult to follow lane markings at the roundabouts.	National Highways acknowledge concerns with some of the existing kerb and lane markings at the park and ride. These form part of the current local road network and as such are not part of the scheme proposals. Such elements may be improved or revised where upgrades form part of the proposed scheme, should the Development Consent Order be granted for the scheme.	No
42	Engineering design	Considers the scheme should only make improvements to M5 junction 25 and the Southfields roundabout	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	No

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			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. 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.	
43	Engineering design	Raises concern that the A378 would be used as a relief route under current plans. Considers this unacceptable given: 1) The A378 is the same width as the B3153 and too narrow for existing traffic. 2) The surface carriageway through Curry Rivel is showing major signs of cracking and major resurfacing is needed. 3) Sections of the road are often closed off due to major housing developments construction works. 4) Langport is served by an 18thC stone bridge, subject to a 7.5 weight limit over the river Parratt and surrounding small. Landport has small and low-speed roads that are a hazard to pedestrians due to vehicles mounting them to pass. Therefore, the A378 is an unviable option.	National Highways acknowledges the comments made in relation to the A378. East of the Solomons Hollow junction no significant change in traffic is forecast along the A378 as a result of the scheme, and on many sections of the A378 including through Curry Rivel a decrease in traffic is forecast. This is because traffic traveling between the A303 east of Podimore and the M5 may choose to travel via the A303 and A358 rather than via the A378 because of the vast improvement in journey time forecast along the A358 with the proposed A358 scheme in place. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
44	Engineering design	Considers the environmental destruction involved in this proposal to be extreme given as much of the local environment need to be preserved as possible	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
45	Engineering design	Considers the new Nexus 25 roundabout is poorly laid out and requests a grade-separated line directly onto the M5.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
46	Engineering design	Objection to proposals to upgrade the M5 junction 25 and Nexus roundabout as it is considered ineffective to build a high-quality grade separated dual carriageway, and have it stop at a local roundabout (Nexus) within sight of its final destination of the M5. Suggests that this should be grade separated, ideally the roundabout replaced with a flyover, so the Nexus development can be accessed from the old A358, not from the new road.	The proposed design change at Nexus 25 for supplementary consultation from a roundabout to a signalised junction 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. By adding a signalised junction, all traffic will be able to pass through the junction without experiencing any excessive delays, even at peak times. 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 for the operation of the junction to be linked to M5 junction 25 to ensure effective operational performance of both junctions. At Nexus 25, the signalised junction will serve not only the new A358, but also the connections into the	No

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			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 Any improvements further to those proposed risk increasing the cost of the scheme at a diminishing economic return. The methodology and results of the traffic modelling and economic appraisal is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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.	
47	Engineering design	Objects to proposals as concerned no free flow link has been proposed to the M5 to/from the South.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
48	Engineering design	Suggests that although the changes to junction 25 are deemed an improvement, dedicated slip roads for M5 North and south should have been the main consideration for this improvement.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
49	Engineering design	Objects to the use of GD300 expressway standards in relation to the road designs.	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.	No
50	Engineering design	Acknowledges that Henlade needs bypassing however not in the way that the current scheme is proposing via a wide dual carriageway.	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.	No
51	Engineering design	Considers proposals to upgrade M5 junction 25 and the Nexus roundabout has been poorly designed, therefore requests a free flowing dedicated trumpet be provided further south of the M5 or a pair of dedicated freeflow slip roads to the M5 south and from the M5 North.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
52	Engineering design	Refers to paragraph 'General' of the West Hatch Parish Council response to question 8.	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	Yes

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			Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
53	Engineering design	Support for the proposal to upgrade M5 junction 25 and the nexus roundabout as considers sticking to and upgrading the existing line of the A358 will use infrastructure already there and be less environmentally damaging than other options.	National Highways acknowledges the support received in relation to the scheme design proposals.	N/A
54	Engineering design	Considers proposals the best option for bypassing Henlade.	National Highways acknowledges the support received in relation to the scheme design proposals.	N/A
55	Engineering design	Supports proposals as seem necessary to achieve at the M25 junction end. Considers proposals beneficial as a dual carriageway will no longer be built through the Blackdown Hills to Honiton and therefore an environmental disaster is avoided	National Highways acknowledges the support received in relation to the scheme design proposals.	No
56	Engineering design	Considers the Henlade bypass does not require a parallel GD300 standard expressway and considers this will create environmental damage.	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 acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
57	Engineering design	Agrees that Henlade needs a bypass, however, considers it does not require a parallel GD300- standard expressway. Requests a simpler dual carriageway not designed to expressway standard to connect via a roundabout directly south of Henlade village to enable the existing stretch of the A358 north of Mattock's Tree Hill to be incorporated	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. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No
58	Engineering design	Suggests a smaller dual carriageway bridging off the existing road just prior to Henlade would be more appropriate and create less environmental impact.	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. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No
59	Engineering design	Considers the proposals a waste of time and money as they don't include improved access to the M5.	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	Yes

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			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.	
60	Engineering design	Considers the proposals to upgrade J25 and the Nexus roundabout unnecessary.	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.	Yes
61	Engineering design	Considers the proposals to upgrade M5 junction 25 and the Nexus roundabout to be unnecessarily complicated	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.	Yes
62	Engineering design	Objection to the design proposals for M5 Junction 25 and the Nexus roundabout as it is considered that the placement of two roundabouts close together on the busy strategic network is not an efficient means of managing traffic; and is a cheap, short-term fix for this area.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
63	Engineering design	Objects to proposals as considers changing the design a waste of money given they are newly constructed and commissioned.	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. 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. 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. 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. 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.	Yes
64	Engineering design	Questions the decision to revisit and changes plans that have recently been enacted.	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.	Yes

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			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. 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. 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. 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.	
65	Engineering design	Notes the works currently being completed in the Taunton area have been badly thought out. Considers the M5 works have served no benefits other than to access a business park that doesn't exist.	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. 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. 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. 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. 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.	Yes
66	Engineering design	Supports the proposals for M5 junction 25 and Nexus 25 and considers them much needed, especially for commuters during the summer months.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
67	Engineering design	Supports proposals as suggests the current roundabout is too small and tight for the volume of traffic.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
68	Engineering design	Support proposals to upgrade M5 junction 25 and the Nexus roundabout as these are considered necessary and overdue.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
69	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout as it is considered that junction 25 needs to be upgraded. Highlights that construction of Nexus 25 roundabout has not helped.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
70	Engineering design	Supports proposals to upgrade J25 and Nexus as they will simplify the exit from the M5 and Taunton onto the A358.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
71	Engineering design	Supports the proposals to upgrade M5 j 25 and the Nexus roundabout as considers the existing layout is unsatisfactory which leads to delays and discourages traffic from using it	National Highways acknowledges the support received in relation to the scheme design proposals.	No
72	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout as it is considered a good solution for this stretch of A358 improvements.	National Highways acknowledges the support received in relation to the scheme design proposals.	No

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73	Engineering design	Supports the proposals to upgrade M5 junction 25 as considers the current nexus roundabout is dangerous and does not make for smooth driving and has lane markings which lead to driver confusion	National Highways acknowledges the support received in relation to the scheme design proposals.	No
74	Engineering design	Supports proposals to upgrade J25 and Nexus as considers the current roundabout configuration badly designed and confusing. Highlights that currently multiple lanes converge into one and it is unclear which lane goes into Taunton.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
75	Engineering design	Supports proposals to upgrade M5 junction 25 and the Nexus roundabout as considers the current road through Ruishton already inadequate.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
76	Engineering design	Support for the proposals to upgrade M5 junction 25 and the Nexus roundabout as it is considered that it would overcome the slow moving traffic through Henlade village.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
77	Engineering design	Supports the proposals which balance between improving the link, removing traffic from local villages and limiting junctions to key locations.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
78	Engineering design	Supports the proposal to upgrade M5 junction 25 and the Nexus roundabout and it bypasses Henlade which currently has the highest air pollution in the local area.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
79	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout as it is considered that the current upgrade of road via Henlade and/or Nexus roundabout is not well-configured. Highlights that lane markings from M5 north slip road to A358 East are incorrect and badly aligned and therefore that it is currently badly designed.	National Highways acknowledge concerns with some of the existing kerb and lane markings at the M5 junction 25 and Nexus 25 roundabout locations. These examples form part of the current local road network and as such are not part of the scheme execution. Such elements may be improved or revised where upgrades form part of the proposed scheme, should the Development Consent Order be granted for the scheme.	No
80	Engineering design	Considers the need for traffic to move smoothly around Nexus given the new employment site. Notes currently it is uncertain on volume of traffic and whether it will warrant a large scale dual carriageway.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
81	Engineering design	Supports the proposals to upgrade M5 junction 25 and the Nexus roundabout however disappointed the proposal of a new M5/A358 join only has been discarded	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
82	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout. Suggests that this would be better with new access road to M5 avoiding the current roundabout as even with its improvements it often gets very busy	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
83	Engineering design	Supports proposals to upgrade M5 junction 25 and the Nexus roundabout. Comment that it is better to provide an extra lane for the M5.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
84	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout. The recent improvements to the junction have been beneficial but as the Nexus campus starts to develop it will probably need restructuring to improve traffic flow.	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	No

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			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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
85	Engineering design	Support for proposals to upgrade M5 junction 25 and the Nexus roundabout. Suggest that the design of the roundabout needs to be easy enough to use so that the driver is not continuously switching lanes.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
86	Engineering design	Agree with the need for an improvement and with the design for most of the route, however, considers the design proposals for M5 J25 and Nexus roundabout to be inadequate.	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.	N/A
87	Engineering design	Objects to proposals as the junction upgrades may improve the traffic flow but the impact will be insignificant as the traffic is heavy on the surrounding infrastructure.	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).	N/A
88	Engineering design	Suggests congestion and delays experienced at the junctions will not be prevented should they remain at grade priority/traffic light controlled.	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).	N/A
89	Engineering design	Notes that the M5 north bound direct slip road from the Tone Way is proposed which is considered sensible. Suggests that traffic going north does not need to be signal controlled as this would add no benefit. Queries why there is no filter/slip lane from the new dual carriageway directly onto the south bound M5 carriageway and suggests that this must be considered.	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 has undertaken operational modelling to assess the proposed configuration of M5 junction 25 under future conditions. This indicates that the junction will operate within its practical capacity without the addition of a segregated left turn lane from the A358 (approaching from the Nexus 25 junction) onto the M5 southbound on slip. The additional cost and environmental impacts of adding a segregated left turn lane onto the M5 southbound on slip would therefore not be justified. The segregated left turn lane from A358 Toneway to the northbound on slip to the M5 will be a free-flow connection that will not be signalised.	No

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90	Engineering design	Highlights that the scheme and local traffic need better separation, that the closure of certain local roads will increase the likelihood of rat-runs through nearby villages such as Stoke St Mary	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 to discourage the use of Ash Road as a rat-run between the A358 and south 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). 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 methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
91	Engineering design	Suggests National Highways should have an integrated approach to providing cycling and walking provision as part of J25 and cycling/walking provision should be an integral part of the scheme. Concern that works on a scheme at J25 Blackbrook has been dropped as this would have provided a direct link to Nexus for cyclists and pedestrians. Suggests the red line boundary should be extended to enable land to be acquired for the Rushton link under the DCO.	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. The scheme would not affect the existing 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 Ruishton link cycle route has been considered but would not be required to mitigate impacts of the scheme. The walking and cycling routes proposed to the east of the M5 motorway would tie-in with the existing route and crossings through M5 junction 25.	No
92	Engineering design	Questions if proposals require further alteration to J25 again.	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 Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
93	Engineering design	Concerned the junction 25 proposals do not consider cyclists sufficiently. Suggests a better solution for cyclists such as a bridge or series of bridges.	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. The scheme would not affect the existing 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.	No
94	Engineering design	Suggests there needs to be a link road to avoid traffic lights at the roundabout.	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).	N/A

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95	Engineering design	Objects to proposals as considers the current layout to be poorly designed.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
96	Engineering design	Objection to the proposals to upgrade M5 Junction 25 and the Nexus roundabout as it is considered that two roundabouts with traffic lights is an inappropriate interchange with more potential for collisions.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
97	Engineering design	Requests that options for active travel towards Taunton and Nexus 25 are improved not diminished by proposals.	Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. The scheme would not affect the existing 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.	No
98	Engineering design	Concerned that the only stretch of dual carriageway on the A358 is not included in this plan.	The short section of existing dual carriageway on the A358 is located between Henlade and Mattock's Tree Hill. Due to the location of the existing A378 and other local roads near Mattock's Tree Hill, the proposed Mattock's Tree Green junction is located here and is considered to be optimally located. Mattock's Tree Green junction also enables the new section of A358 to be constructed off-line of the existing A358, thus providing noise and air quality benefits by bypassing the village of Henlade and the existing short dual carriageway section.	No
99	Engineering design	Considers there to be a significant lack of information presented in the consultation material for residents' consideration and suggests headline comments and imagery is insufficient detail to make an informed decision.	As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), consultation encompassed a wide range of activities to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods. For example, National Highways ensured that a variety of response mechanisms were available, including hard copies of documents made available on request, at in-person events or at deposit locations, with freepost return. Details are provided in the Consultation Report Chapters 4 and 7 (Document Reference 5.1). This was in addition to complement email and online feedback options. A freephone service also helped to ensure people could get in touch if they had any queries or problems. Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a Preliminary Environmental Information (PEI) Report, a non-technical summary of the Preliminary Environmental Information (PEI) Report, the consultation booklet, plans and drawings and a Technical Traffic Note. This was to help ensure that people could view and engage with as many of the materials as possible during the consultation period.	No

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			As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.1, Appendix 4.4) and SoCC Addendum (Document Reference 5.1, Appendix 7.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them.	
100	Engineering design	Considers the Nexus roundabout badly designed.	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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
101	Engineering design	Suggests the scheme proposals contradict the PEI Report as do not meet proposed commitments as part of the road investment strategy due to roundabouts terminating at either end of the proposal and lack of expressway corridor from the M3 to Exeter and beyond. Suggests that the roundabout junctions onto the M5 and A303 are re-evaluated and upgraded as these are the main source 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. 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
102	Environment	Concern on negative impact on environment and destruction of natural habitats due to increased traffic	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 proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape	No

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			along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
103	Environment	Agrees with the need for the Henlade bypass, however, considers the bypass should incorporate the existing road to the south of Henlade.	National Highways acknowledges the support received in relation to the scheme design proposals. Following the section of proposed A358 which bypasses Henlade, the scheme ties into the current dual carriageway route, repurposing it as the new proposed westbound A358 carriageway with the proposed eastbound lanes constructed alongside. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes
104	Environment	Objection to current proposal due to environmental impacts, preference to existing route	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
105	Environment	Supports the proposals as will clear the environmental issues that exist with current traffic flows through Henlade.	National Highways acknowledges the support received in relation to the scheme design proposals.	No
106	Environment	Supports the proposals to upgrade M5 junction 25 and the Nexus roundabout as considers it will improve emissions	National Highways acknowledges the support received in relation to the scheme design proposals.	No
107	Environment	Considers there a need to be substantial landscaping above what is currently planned to assist with noise attenuation measures and the governments mass tree planting initiative.	National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created. Woodland creation is therefore in alignment with the Government's aspiration to increase woodland cover by 2042 as set out in the 25-year Environment Plan (updated 22 October 2021)[1]. With regard to the use of trees to act as acoustic screening to minimise noise, this approach is generally not effective in providing substantive, consistent noise mitigation. In general, to achieve useful mitigation, dense foliage of at least 10m depth and consistent for the full height of the vegetation would be required. Given the seasonal nature of leaf cover for trees and the density of vegetation required, tree planting is not generally adopted as a reliable noise mitigation measure. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
108	Environment	Concern about the unnecessary environmental impact of the Henlade bypass.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme, including the Henlade bypass. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
109	Environment	Disagrees with the proposals to upgrade M5 junction 25 and the Nexus roundabout as considers it will be damaging to the environment, wildlife and cause pollution	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme, including the M5 junction 25 and the Nexus Roundabout. 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	

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			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).	
110	Environment	Disagrees with the design of Mattock's Tree Green Junction and the proposal of two roundabouts and concerned this will create air, noise and light pollution	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. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
111	Environment	Object to proposals to upgrade M5 junction 25 and the Nexus roundabout for environmental reasons and loss of land. Highlight that car use needs to be discouraged.	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). The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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
112	Environment	Objects to proposals due to the associated negative 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).	No
113	Environment	Concern the scheme will kill and degrade the local environment, destroying places of important biodiversity.	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme.	No

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			The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
114	Environment	Objects to the scheme as considers the scheme will degrade ecologically sensitive area and impact on noise pollution	National Highways acknowledges concern over the level of impact on habitats and wildlife and the impact of noise pollution 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). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity. The 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
115	Environment	Suggests environmental impact on this area should be the primary concern.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No

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116	Environment	Disagrees with the proposed scheme as considers the scheme creates an environmental impact and air, noise and light pollution	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). 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. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in Nitrogen Dioxide (NO_2) concentrations within the Air Quality Management Area at Henlade. 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
117	Environment	Considers the scale of the M5 junction 25 section should be minimised with the environmental impact at the top of the list	National Highways note the concern over the level of environmental impact potentially arising from the scheme proposals for M5 junction 25. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). 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). The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	Yes
118	Environment	Concern over environmental degradation in the surrounding areas and an increase in light pollution due to the two roundabouts at Mattock's Tree Green 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.	No

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			As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). Lighting will be limited to the approaches to the Nexus and Southfields roundabouts. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape. Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
119	Environment	Concerned about the scheme's impact on woodland	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). National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created. 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.	No
120	Environment	Opposes the scheme due to the destruction of countryside, suggests scheme following existing path of the road.	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 Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	N/A

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			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.	
121	Environment	Objects to the scheme given the adverse effects outlined in the PEI report. Suggests that given the ecological and climate crisis no adverse effects on the natural world should be tolerated.	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 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. Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
122	Landscape and visual impacts	Requests bunding, planting and acoustic fencing is implemented on the south side of the proposed A358, from Nexus to Lower Henlade where the road is on an embankment to screen the dwellings from the road (tail lights and noise pollution). Notes that 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 and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. Bunds for visual and acoustic purposes have been proposed where they will mitigate significant impacts, without giving rise to significant secondary impacts on other environmental receptors. The location of visual and acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No

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			The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3). A noise barrier and bund combination will be provided on both sides of the proposed scheme in Lower Henlade. On the eastbound carriageway this will be between approximate chainage 1800 before Stoke Road bridge to just past Stoke Road bridge and on the westbound carriageway it will extend from just past the junction of Greenway Lane and Stoke Hill at approximate chainage 3350 to chainage 1980 just past Stoke Road bridge (travelling west) as detailed in Chapter 11 Noise and vibration of the Environmental Statement (Document Reference 6.2) and shown on Figure 7.8 Environmental Masterplans (Document Reference 6.3).The scheme will have a low noise surface which will also minimize noise emissions. 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). Lighting will be limited to the approaches to the Nexus and Southfields roundabouts. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	
123	Landscape and visual impacts	Concerned the proposed road will have a significant adverse visual impact on 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.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
124	Landscape and visual impacts	Concerned the road would cause massive urbanisation and further destruction of the rural landscape. Highlights potential for developers to place pressure on the roads adjacent to the AONB by offering to upgrade them in exchange for planning consents.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
125	Landscape and visual impacts	Concerned the double roundabout at Mattock's Tree Green will cause considerable light pollution for many miles.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation	N/A

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			measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. 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 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. 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.	
126	Noise and vibration	Suggests bunding, planting trees, acoustic barriers will be essential on the south side off the roadway from the Nexus roundabout through to Stoke Road bridge, depending on the depth of the cut at the Stock Road bridge end	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. 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.	N/A
127	Noise and vibration	Objection to the bridge proposed over Stoke Road due to visual and noise impacts during construction.	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. 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.	N/A

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128	Noise and vibration	Objects to proposals to upgrade M5 junction 25 due to concerns that this would increase noise pollution if the proposed 70mph limit is set; considers residents at Stoke Road and Henlade Close will see and hear the bridge.	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. 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.	N/A
129	Noise and vibration	Objects to proposals to upgrade M5 junction 25 due to concerns that this would increase noise pollution if the proposed 70mph limit is set; considers residents at Stoke Road and Henlade Close will see and hear the bridge.	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. 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.	N/A
130	Noise and vibration	Queried how noise from vehicles and road structures will be managed to minimise impact on the surrounding population and animals.	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.	N/A
131	Noise and vibration	Concerned the proposals will create noise pollution in Hatch Beauchamp.	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.	N/A
132	Noise and vibration	Concern the scheme will scar a tranquil area, with noise and pollution	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.	N/A
133	Population and human health:	Considers the upgrading of the Nexus junction important for local industrial and development opportunities.	The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No

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	business and tourism			
134	Population and human health: business and tourism	Considers the proposed scheme is excessive and will impact the connectivity of local businesses.	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme. During construction National Highways will seek to minimise disruption while maintaining highway safety and has produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B), which set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway 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 the detailed design process and into construction. 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).	No
135	Population and human health: business and tourism	States that Taunton does not need another business park around Nexus roundabout, and highlights that there are many units vacant at Blackbrook. Comments that the pandemic has changed the future requirement for office space and forced different ways of working that will continue going forwards.	Nexus 25 is a strategic employment site with a Local Development Order (LDO) which was adopted in 2018 and is separate from the A358 proposals. The A358 Taunton to Southfields Dualling Scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses along the proposed scheme.	No
136	Population and human health: community impacts	Supports the proposal to upgrade M5 junction 25 and the Nexus roundabout and considers that Henlade needs to be bypassed. States that any bypass should be sensitive to homes and businesses as currently residents suffer poor air quality and noise pollution.	National Highways acknowledges the general support received in relation to the design proposals. By improving congestion and reliability, the scheme aims to improve local air quality, particularly in the Henlade Air Quality Management Area. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). 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
137	Population and human health: community impacts	Concerned that the scheme claims to benefit the environment and questions the evidence base behind statements that the area would be improved for dog walkers and horse-riders.	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). 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.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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: · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.	
138	Population and human health: community impacts	Concerned the proposals will not improve the situation for locals who will need to live with the scale and implications.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
139	Population and human health: community impacts	Disagrees with the proposals to upgrade M5 junction 25 and the Nexus roundabout as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
140	Population and human health: community impacts	Objects to any disruption of the peaceful village Hatch Beauchamp as considers it unnecessary and unreasonable.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
141	Population and human health: community impacts	Disagrees with the principle of development as considers it will disrupt village life	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
142	Population and human health: community impacts	Objects to the scheme as considers the scheme will sever communities and impact on quality of life	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
143	Population and human health: community impacts	Objects to proposals as considers they will be an inconvenience to those who avoid driving.	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). 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	N/A

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			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: · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.	
144	Population and human health: community impacts	Queried how light pollution from vehicles and road furniture will be managed to minimize impact on the surrounding population and animals.	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.	N/A
145	Population and human health: health	Concerned the long construction period would be stressful for residents and effect the mental health and wellbeing of local people.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. 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 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	No
146	Population and human health: health	Suggests the proposed scheme is excessive and will impact local people's quality of life and mental health.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
147	Population and human health: health	Concern the scheme will deprive residents of healthy and active travel resulting in increased cancer, obesity, and illness.	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: · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking. Whilst there would be disruption during construction, the temporary nature of this is not considered likely to result in long term mental health issues for the local population.	No
148	Population and human health: health	Notes that Taunton town is in decline and there has been an influx in retirement properties.	National Highways notes this comment.	No