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)
			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 which 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. Where new PRoW are proposed, the highest rights appropriate to each specific route, considering safety and integration with the wider network, have been incorporated. This means that the majority of new public rights of way proposed would be accessible to walkers, cyclists and horse-riders. Details of the PRoW included in the scheme are set out on the Rights of Way and Access Plans (Document Reference 2.4).	
263	Walking, Cycling and Horse-riders	Suggests dropping GD300 standard and divert savings into making WCH, particularly cycling, routes, safer	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity and reliability for its users. RIS2 funding applies to the strategic road network and, should the scheme not go ahead, improvements to walking, cycling and horse-riding routes would be the responsibility of Somerset Council as local highway authority.	N/A
264	Walking, Cycling and Horse-riders	Notes cycle routes should only be designed by those who have experience cycling on roads. Highlights the beneficial insights that can be gained by consulting with local cycling groups.	The preliminary design has been developed by a team of experienced engineers in accordance with the relevant design standards. National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. Furthermore, liaison with local user groups has been ongoing throughout the scheme design through the 'walking, cycling and horse-riding forum' .See further details in Chapters 2 and 6 of the Consultation Report (Document Reference 5.1).	N/A
265	Walking, Cycling and Horse-riders	Requests information regarding how WCH cross public footpaths that have been intersected by the new road, particularly in section 1.	Where public footpaths would be severed by the scheme, diversions would be provided to the nearest suitable crossing points. In Section 1, the new road could be crossed at the Nexus 25 junction, Stoke Road and Mattock's Tree Green junction. New or diverted routes are proposed parallel to the road between the Nexus 25 junction and Stoke Road, on both the northern and southern sides of the scheme. A new restricted byway is proposed to connect Greenway Lane and Ash Road, to provide a continuous route for walkers, cyclists and horse-riders to cross the scheme at Mattock's Tree Green junction.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concerned the proposals will increase air pollution.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health. 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.	No
2	Alternatives to the scheme	Consider that the junction should be much closer to Henlade village. The existing road should be incorporated into the dual carriageway, and the existing road should be incorporated into the dual carriageway with a roundabout just outside Henlade village.	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. 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.	N/A
3	Alternatives to the scheme	Objects to the proposals and suggests the scheme should be abandoned south of Henlade.	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.	N/A
4	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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
5	Alternatives to the scheme	Suggests that improving public transport options, which are considered to be nearly non existent currently, and safe cycling routes are needed to help reduce traffic levels. Highlights that these are much more environmentally friendly options than building a new road.	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
6	Alternatives to the scheme	Suggests Mattock's Tree Green Junction be a standard overbridge with slip roads leading from the dual carriageway, and to realign the dual carriageway to be located on the top of the current dual carriageway which will minimise the amount of land used.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. 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) There are a number of constraints governing the location of the eastbound carriageway. The main one is the construction phase planning which is based around the traffic using the existing road while the eastbound carriageway is constructed and then a switch of traffic to the newly constructed eastbound carriageway when this is complete. Locating the eastbound carriageway on the west of the existing road at this location would prevent this traffic phasing. Other constraints which impact the location include geometric design standards (curve radi, visibility envelopes etc.) and physical constraints such as the ancient woodland at Saltfield Copse, the crossing of Fivehead River and properties at Ivy Farm.	Yes
7	Biodiversity	Concerned no consideration has been given to wildlife and rural habitats.	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.	N/A
8	Climate	Objects to proposals for Mattock's Tree Green Junction. 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
9	Construction	States that the construction of Mattock's Tree Green Junction is unnecessary	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
10	Construction	Concern the construction of the scheme will cause massive disruption	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local 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
11	Construction	Concern that Construction will result in several years of severe disruption	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local 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
12	Construction	Concern the construction of the scheme will negatively impact businesses which use vehicles to transport goods	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
13	Consultation	Supports the Community of Parishes and the West Hatch Parish Council response in relation to Mattock's Tree Green Junction	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
14	Cultural heritage	Requests the two historic railway bridges on and next to Ash Road are not destroyed during construction	The Grade II Listed bridge (Road bridge at NGR ST 2815 2249) is located within the scheme boundary however, it is outside of the permanent land take and the area required for land clearance so there would be no physical impact. Approximately 30m north of the bridge, the Ash Road link would be constructed in cutting, but views and noise associated with this would not alter the bridge's setting, which relates directly to the former railway line and surrounding roads. There would be no construction or operational impacts. The second structure which carries Ash Road across the former Taunton to Chard railway is not designated and will not be destroyed during construction.	N/A
15	Economics	Disagrees with the proposals for Mattock's Tree Green Junction and connections to local roads such as Henlade via the existing A358, A378 Langport and Ash Road as considers it is a waste of public money	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
16	Economics	Objection to the proposed development as it is considered a waste of public money that should be spent elsewhere, such as facilities for children or youth, homeless people and those living in fuel poverty.	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
17	Economics	Considers that careful budgeting of a scheme for the road would be more beneficial.	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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
18	Engineering design	Highlights that the Ash road area has experienced localised flooding in recent years which will likely impact accessibility.	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
19	Engineering design	Requests the existing A358 be incorporated into the dual carriageway with a roundabout outside Henlade to provide access	Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	Yes
20	Engineering design	Question why the link to Hatch Beauchamp meets the A378 at a T-junction by the petrol station rather than connecting to the proposed new roundabout. Considers two junctions, plus the petrol station, would be the safest solution. Suggests the current A358 back into Henlade should not be retained as a dual carriageway and instead should be made single carriageway with safer junctions and improved NMU provision that potentially uses the old disused carriageway.	An improved junction arrangement has been developed as presented during supplementary consultation. The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
21	Engineering design	Objects to the proposals for Mattock's Tree Green Junction as opposes a 2- way public/vehicle flyover at Bickenhall Lane as requests access for WCH and local farm traffic only	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
22	Engineering design	Requests the old A358 dual carriage way from Mattock's Tree Green to Henlade closes one carriageway to vehicular traffic and be used for WCH only.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
23	Engineering design	Requests two parallel roads in the direction of Henlade with Mattock's Tree Green Junction being located closer to Henlade village	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.	Yes
24	Engineering design	Considers the necessity to have a four lane dual carriageway inappropriate.	By upgrading the existing single carriageway to a dual carriageway, the proposed scheme will provide safer and more reliable journey times, improved connectivity and reduced congestion at peak travel times.	No
25	Engineering design	Considers Mattock's Tree Green Junction is over-engineered.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
26	Engineering design	Considers the scheme is too large in scale as considers there is no need to extend the road to the Mattock's Tree Green Junction	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
27	Engineering design	Supports the proposals but suggests that both lanes of the old A358 are maintained but with the inside lanes on both sides being used solely for pedestrians and cyclists. Suggests this would provide an excellent and safe route. Notes a permanent solid structure should be laid down the middle for safety reasons. Considers this change to the old A358 would also control the speed of vehicles and make the road less attractive as a rat run.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	No
28	Engineering design	Concerned the proposals will impact the environmental and landscape alongside creating 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 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
29	Engineering design	Suggests that there should be dualling the whole of the currentA358, with accessible slipways for local users, as this would be a far more appropriate development by increasing access between the M5 and A303, without causing so much damage to the environment, and maintaining accessibility for the local people.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
30	Engineering design	Concerned the excessive design and lack of slip roads has stemmed from the misguided decision to build to Expressway Standards even though the new road fails to comply with these. Suggests a dual carriageway like that currently under construction on the A303 at Sparkford, which is a busier road, would be more appropriate.	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.	Yes
31	Engineering design	Suggest that a link to Greenway Lane from Mattock's Tree Green junction would provide a better link between the villages.	National Highways acknowledges the need to provide links between local villages, therefore Stoke Road overbridge has been included in the proposed A358 scheme design. This will provide access across the A358 near Greenway Lane and have a negligible effect on journey time.	No
32	Engineering design	Disagrees with the proposals for Mattock's Tree Green junction as considers this section of the scheme will be of a higher standard than what is needed to carry the reduced volume of traffic.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
33	Engineering design	Requests Mattock's Tree Green junction be a single roundabout model with turnings off for minor roads	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
34	Engineering design	Considers the proposals over-engineered an lacking local knowledge. Notes that most local people in cars will continue to access Taunton via Henlade and most people from Hatch Beauchamp already leave the village via Meare Green Lane to avoid pulling out onto the A358.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The modelling suggests that the existing A358 through Henlade will be only used for local access, resulting in a reduction of around 90% in traffic through Henlade. This is because the proposed A358 scheme provides journey time benefits over the alternative route. The existing northern Village Road junction with the A358 would no longer come into conflict with any A358 mainline traffic with the proposed A358 scheme in place, meaning that the existing delay and safety issues associated with that junction would no longer be present. Village Road would tie in with the proposed Mattock's Tree Green eastern roundabout and thus become the more popular way to exit Hatch Beauchamp to access destinations to the north. The methodology and results of the traffic modelling and value for money assessment is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
35	Engineering design	Suggests the junction could instead be formed with two overbridges creating a high level roundabout above the new road with junctions formed on either side. Suggests the necessary cutting could be accommodated between retaining walls greatly reducing the land take.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Suggests the link road to the Somerset Progressive School, Business Units, and Scout Camp could be replaced by an over or under bridge from Village Road on the opposite side. Suggests the connection to Ash would be improved if a new over or under bridge crossing the new A358 was provided. Considers these proposals would help to discourage the additional 1,610 vehicles on this road.	Feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction. National Highways now proposes a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties. This increases the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.	
36	Engineering design	States that east side slip road is excessive and east side needs an oval roundabout including the restrictive links to the old dual carriageway. In terms of the Western roundabout, requests to slew the bridge and make a wide on ramp as the major route with the off ramp from A358 northbound, joining it as a give way with the road to the special school and the Ash lane roads as a convoluted set of give way juntions with Ash Lane as the one needing at least 2 give ways to access the A358. This is to make Ash Lane unappealing to any extra traffic as it terminates at Higher West Hatch Lane or The Stoke Hill to Greenway farm road both of which are highly used WCH routes.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Having considered responses to the 2021 statutory consultation and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction. The existing A358 would tie into this roundabout as previously designed. The western Mattock's Tree Green roundabout is still proposed to be a roundabout and the slips remain the same in terms of design, however, feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction. It is proposed that a new junction and link road would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties. This increases the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.	Yes
37	Engineering design	Disagrees with the proposals for Mattock's Tree Junction as disagrees with dualling of the road after Mattock's Tree Hill, so the junction would not be needed	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	N/A
38	Engineering design	Considers there no need to change Mattock's Tree Hill are other than to provide a link to the new Nexus site from the dual carriageway, prior to the traffic lights. Suggests this change would negate the need for traffic lights as most traffic would travel via the new link.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The Thornfalcon signals will be removed and instead access to the existing A358 through Henlade will be provided at the Mattock's Tree Green junction's eastern roundabout.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
39	Engineering design	Requests a dedicated cycle lane that is split from traffic.	Mattock's Tree Green junction overbridge would provide a dedicated track on both sides suitable for shared use by walkers, cyclists and horse-riders. The redundant A358 carriageway at the junction would be repurposed for walkers, cyclists and horse-riders including a signal controlled crossing of the A378 Langport Road.	Yes
40	Engineering design	Support for proposals for Mattock's Tree Green junction however concerned that it might be difficult for local lane users adjoining the section.	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. For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green junction and Ashill.	Yes
41	Engineering design	Suggests that local roads need to be connected through an alternative design, not a large interchange.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
42	Engineering design	Considers the Mattock's Tree Green junction over-engineered and unnecessarily complex due to the need to provide access for junctions that are being closed unnecessarily.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. For the A358 to become a high-quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green junction and Ashill.	Yes
43	Engineering design	Concern raised that Mattock's' Green dual roundabout is too complex. Suggests that the upper most roundabout could be elliptical to incorporate the old A358 meeting the junction, therefore eliminating the new section of road required to joint it to a circular roundabout as proposed and saving money.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
44	Engineering design	Objection to proposals for Mattock's Tree Green junction as it is considered overly complicated. Suggests that this should be a 'traditional' motorway style junction gyratory with two bridges; with all in and out roads joining this gyratory and going one way.	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	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	
45	Engineering design	Notes that the junction is too complicated for a dual carriageway standard	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
46	Engineering design	Concerned about the amount of land used and work to deliver the proposals at Mattck's Tree Green junction, ncluding the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
47	Engineering design	Considers Mattock's Tree Green junction to be overly complex with a large land take.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
48	Engineering design	Considers the proposed design disproportionate to the requirements of the junction. Suggests the two dumb-bell roundabouts are unnecessarily large for the traffic levels and will cause unnecessary environmental damage. Suggests spot roundabouts would suffice whilst also saving money.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
49	Engineering design	Copied from 2a) of the Community of Parishes response "The spur off the northern roundabout to Henlade is considered unwarranted and local traffic to and from Henlade should flow via the existing Thornfalcon junction modified as required to provide the necessary connections to the A358. This would discourage a rat-run developing through Henlade and Creech St Michael. It would also reduce costs and reduce the impact the junction will have on the local landscape, including light pollution,	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		particularly from the west. Parishes have similar concerns about a rat-run developing through Stoke St Mary, so any final design must mitigate against this outcome by restricting traffic along Ash Road. Although National Highways has recently concluded the proposal to retain the existing Thornfalcon junction would result in a junction that performs less well in both highway safety and traffic management terms we believe there is a strong case for reviewing the Mattock's Tree Green junction as a whole. In its conclusion National Highways did note that potential refinements were possible following the outcome of the statutory consultation."		
50	Engineering design	Considers it sensible for proposals to use existing roads for access where safe.	National Highways acknowledges the comment. Existing roads are diverted or realigned where appropriate, for example to connect into the new junction arrangement proposed at Mattock's Tree Green.	No
51	Engineering design	Considers 4 lanes of old A358 alongside 4 lanes of new dual carriageway unnecessary in the rural area.	As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
52	Engineering design	Questions the need to maintain 4 lanes of the 'old' A358 in the new layout, resulting in 8 lanes of traffic up to Mattock's Tree Green. Requests this is acknowledged despite sitting beyond the scheme perimeter. Notes that considering impacts beyond the projects scope as Somerset County Council's responsibility is not a coordinated or considered solution. Suggests a delay to consultation to facilitate further discussions.	As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
53	Engineering design	Supports the proposals for Mattock's Tree Green junction, however considers it to be a complicated junction.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
54	Engineering design	Objects to proposals as considers the spur of the northern roundabout to Henlade unnecessary. Suggests the existing link at Thornfalcon should be retained.	The existing A358 / A378 junction is not appropriate in its current configuration to provide safe connections between the upgraded A358 and other local roads within the vicinity.	Yes
55	Engineering design	Considers the proposals to be overly complex. Highlights that access to Stoke St Mary, Henlade and Creech St Michael (especially the doctors' surgery), must be maintained. Notes that access to/from the A358 is critical but traffic is relatively minor.	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 junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following comments received at statutory consultation and further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
56	Engineering design	Notes that the Mattock's Tree Green junction proposal is needed in this project and is in the optimum position.	National Highways acknowledges the general support received in relation to the design proposals.	No
57	Engineering design	Considers the proposals a sensible compromise between improving the reliability of the A358 and maintaining local access.	National Highways acknowledges the general support received in relation to the design proposals.	No
58	Engineering design	Supports the proposals for Mattock's Green junction and the connections to local roads and hopes that this would keep the local traffic where it has always been.	National Highways acknowledges the general support received in relation to the design proposals.	No
59	Engineering design	Supports the proposal for Mattock's Tree Green junction and connections to local roads such as Henlade via the existing A358, the A378 Langport	National Highways acknowledges the general support received in relation to the design proposals.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		and Ash Road as considers the A378 to Langport is a busy road and therefore that there needs to be a junction in this location.		
60	Engineering design	Supports the proposals for Mattock/s Tree Green junction including the connections to local roads such as to Henlade via the existing A358, the A378 Langport Road and Ash Road, and considers these to be long overdue.	National Highways acknowledges the general support received in relation to the design proposals.	No
61	Engineering design	Agrees with the proposals for Mattock's Tree Green junction subject to the current issue being caused by the traffic light, considers this traffic light can be replaced with a roundabout to enhance and serve Ash Road	National Highways acknowledges the general support received in relation to the design proposals.	No
62	Engineering design	Support for proposals for Mattock's Tree Green junction. Comments that the A358 traffic should be routed around Henlade to further reduce the through traffic going via the village and maximise the use of the new road and junctions.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. National Highways have designed the scheme to move traffic away from Henlade, with the average daily traffic reducing by around 90% in 2046. This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area.	No
63	Engineering design	Supports the proposals for Mattock's Tree Green junction and the connections to local roads such as Henlade via the existing A358, the A378 Langport Road and Ash Road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
64	Engineering design	Comment that there are no major concerns with proposals for Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
65	Engineering design	Support the proposed link to Ash Road at Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
66	Engineering design	Support for proposals for Mattock's Tree Green junction for easing traffic congestion experienced in the area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
67	Engineering design	Supports proposals for Mattock's Tree Green junction as considers it well designed and considerate of maintaining access and improving access to the scout campsite.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
68	Engineering design	Supports proposals for Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
69	Engineering design	Support for the proposals for Mattock's Tree Green junction as it would link many of the small local roads to the new A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
70	Engineering design	Supports proposals for Mattock's Tree Green junction as it is a full grade separated layout and well laid out.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
71	Engineering design	Supports the layout design for Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
72	Engineering design	Supports Mattock's Tree Green Junction Proposals as it separates trunk road traffic from local traffic. States that grade separated junctions are best solution for joining and leaving the trunk road	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
73	Engineering design	Support for proposals for Mattock's Tree Green junction and the continued use of the existing A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
74	Engineering design	Support for proposals for Mattock's Tree Green junction as it is considered a good solution for the junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
75	Engineering design	Highlights that Mattock's Tree Green junction links to the existing road network and therefore meets the needs of existing communities.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
76	Engineering design	Supports proposals for Mattock's Tree Green junction. States that the whole section of the A358 from the A303 to Taunton needs to be upgraded to dual carriageway and that its not possible to only dual sections of the road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
77	Engineering design	Supports proposals for Mattock's Tree Green Junction including local connections as considers it a good junction for the A378. Considers that local connections to Henlade and Ash Road look good.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
78	Engineering design	Supports proposals for Mattock's Tree Green junction as considers it will be better for traffic going through Henlade	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
79	Engineering design	Supports proposals as considers Mattock's Tree Green junction important.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
80	Engineering design	Suggests not constructing the Henlade bypass section of the scheme at Mattock's Tree Green junction to save cost and environmental damage, considers this will still achieve the mile per minute objective	National Highways have designed the scheme to move traffic away from Henlade, with the average daily traffic reducing by around 90% in 2046. This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area. Mile a minute speeds are expected to be representative of the A303/A358 corridor following improvements, however this is not a design requirement applied to individual schemes along the corridor.	N/A
81	Engineering design	Disagrees with the provision of two parallel roads in the direction of Henlade and considers Mattock's Tree green Junction should be closer to Henlade	National Highways have designed the scheme to move traffic away from Henlade, with the average daily traffic reducing by around 90% in 2046. This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area. 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.	Yes
82	Engineering design	The spur off the northern roundabout to Henlade is considered unwarranted and local traffic to and from Henlade should flow via the existing Thornfalcon junction modified as required to provide the necessary connections to the A358. This would discourage a rat-run developing through both Henlade and Creech St Michael and Stoke St Mary, reduce costs, light pollution and reduce the impact on the local landscape.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. This includes any routes that use the existing A358 as a through route. It is anticipated that the only traffic that will use the existing A358 with the scheme in place would be local traffic and traffic accessing the Taunton Gateway Park and Ride from the south. This results in a reduction of traffic through Henlade of around 90%. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as 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). Other local lanes forecast only a small change in traffic flow include the lane through Creech St Michael. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
83	Engineering design	Suggests the connections towards Ash Road and Henlade will likely be used as rat runs.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as 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). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4)	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
84	Engineering design	Concerned that access off the existing dual carriageway at Mattock's Tree Green will lead to rat runs and considers this will have negative impacts for villages of Stoke St Mary and surrounds. Suggests the old Ilminster road should be opened to mitigate against this. Suggests the road should be continued to the M25 roundabout with a feed to the park and ride and an existing road into Blackbrook where the Old Ilminster road is located.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as 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). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the local highway authority responsible for that part of the road network. This has been rejected by Somerset Council on the basis that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	N/A
85	Engineering design	Considers the roundabouts at Mattock's Tree Green Junction are unfriendly for cyclists	Taking into account feedback from consultation, gradients are less steep than previously proposed, with 6% on the Scout Camp and Ash Road links. Cyclists at Mattock's Tree Green junction could use shared off-carriageway tracks that would be provided on both sides of the overbridge. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction.	No
86	Engineering design	Disagrees with the proposals for Mattock's Tree Green Junction as considers the existing A358 is adequate	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
87	Engineering design	Counts 12 lanes of road where there are currently 4 at Mattock's Tree Green. Concern that scheme is excessive and that the infrastructure is not needed. Highlights that the project could be accomplished in a more sympathetic manner	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	Yes
88	Engineering design	Requests a traditional dual carriageway be considered	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.	Yes
89	Engineering design	Comment that the width of the new dual carriageway is too wide, unsightly, and would cause a significant uptake of countryside, especially	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	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		considering the large median area between the 2 carriageways. Queries whether this is this really necessary for this level of road and suggests that the width be reduced.	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.	
90	Engineering design	Considers the link roads within the scheme are not necessary if the upgraded A358 were not an expressway. Suggests slip roads and a simple bridge over the A358 instead.	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.	Yes
91	Engineering design	Considers the proposals over complicated and concerned they will result in large disruption and disturbance to the local environment.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	Yes
92	Engineering design	States that proposals for Mattock's Tree Green Junction are overbearing and unnecessary . Notes that the two roundabouts are huge and unsightly	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
93	Engineering design	Concern the Mattock's Tree Green Junction is over engineering and its size is not necessary	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
94	Engineering design	Considers Mattock's Tree Green junction necessary if the scheme is approved as a whole.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
95	Engineering design	Disagrees with the proposals for Mattock's Tree Green Junction as considers there is too much concrete and considers two parallel roads in the direction of Henlade are not necessary.	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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. National Highways have designed the scheme to move traffic away from Henlade, with the average daily traffic reducing by around 90% in 2046. This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area.	
96	Engineering design	Objects to proposals for Mattock's Tree Green junction. Considers that proposed junction is much larger than is reasonable, and would cause increase in traffic and congestion within nearby villages. Concern that this raises an issue of road safety as well as noise pollution, alongside detrimental effects on our planet's atmosphere.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
97	Engineering design	Suggests Ash Road should not be connected to the Mattock's Tree Green junction to prevent these traffic increases. Suggests Mattock's Tree Green should be redesigned to reduce the appeal as a rat run, with a more convoluted and lengthy access via the access road recently added to the nightingale farm units.	National Highways 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. Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The modelling of the proposed A358 Taunton to Southfields 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 Taunton to Southfields scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
98	Engineering design	Disagrees with the proposals for Mattock's Tree Green junction as considers a more modest scheme is needed which is less expensive and less damaging to the villages	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
99	Engineering design	Suggests the retention of existing junctions and slip roads would reduce the need for Mattock's Tree Green junction to be so large and complex.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
100	Engineering design	Disagrees with the proposals for Mattock's Tree green Junction as considers it is a massive confusing junction	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
101	Engineering design	Objects to the propsoals for the double roundabout at Thornfalcon and suggests that it should be replaced with an enhanced junction between the existing A358 and A378. Considers that the current proposal cannot	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	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		be justified on safety, economic, environmental, or connectivity grounds and should be abandoned.	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.	
102	Engineering design	Considers proposals to increase road capacity at Mattock's tree Green excessive and requests that more attention is given to the local road network.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
103	Engineering design	Objection to the proposals for Nattock's Tree Green junction as it is considered to be oversized and visually impactful. Suggests that the design could be rethought to be less intrusive in terms of the landscape.	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. The proposed landscaping design has taken into account the layout of Mattock's Tree Green junction and connecting roads.	N/A
104	Engineering design	Objects to proposals for Mattock's Tree Green junction as it is considered that these are unnecessary.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
105	Engineering design	Neutral response provided to proposals for Mattock's Tree Green junction as the existing configuration is considered to work well at present.	The existing A358 / A378 junction is not appropriate in it's current configuration to provide safe connections between the upgraded A358 and other local roads within the vicinity. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
106	Engineering design	Concerned the proposed junction uses a large amount of land and is not well thought out. Suggests a connection to Henlade could be made by using the existing roads from Thornfalcon at a reduced cost.	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. The junction arrangement proposed has been developed through extensive effort considering a wide range of input criteria with Somerset Council engaged throughout the process. The existing road from Thornfalcon is retained except for the portion from Glebe Cottages junction which would be diverted to the new junction. 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) and opportunities to minimise footprint have been explored throughout the design process.	Yes
107	Engineering design	Disagrees with the proposal for Mattock's Tree Green junction as considers the scheme proposes excavation to mitigate the topography of the hill which will lead to a serious carbon impact	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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the PEI Report considered impacts over a 60 year period and compared emissions against the UK 4th Carbon Budget (construction emissions) and the 5th and 6th Carbon budgets (for operation). This assessment has also been updated within Environmental Statement Chapter 14 (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the EIA Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
108	Engineering design	Objects to proposals as considers Mattock's Tree Green junction over-engineered and better suited as a motorway around Birmingham than in the countryside.	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
109	Engineering design	Requests in replacement of Mattock's Tree Green Junction an underpass for the A378 to allow for free-flowing traffic on the A358	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
110	Engineering design	Considers the proposals for Mattock's Tree Green junction should maintain existing connections with less concrete and tarmac	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
111	Engineering design	Concern the proposed new Thornfalcon roundabout is an expensive overkill solution and should be abandoned in favour of undertaking improvements to the existing A358/A378 junction.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
112	Engineering design	Requests the Mattock's Tree Green area of the scheme remain the same with a shorter link from the Henlade end of the dual carriageway to the Nexus 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 reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
113	Engineering design	Disagrees with the proposals as considers they do not need to take so much land.	The new road will be designated an all-purpose dual carriageway and has been designed in accordance with the latest design standards. The permanent land-take proposed for the scheme is necessary for both the upgraded A358 and associated assets as well as essential environmental mitigation. Temporary land-take is also proposed to enable the construction of the scheme but this will not be acquired permanently.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
114	Engineering design	Considers the A358 heading east does not ned to be dualled as considers the road from Mattock's Tree Green to Southfields does not cause congestion.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No
115	Engineering design	Requests mattock green junction have one roundabout incorporated into the dual carriageway and suggests there should be a roundabout just outside of Henlade to provide access to the village.	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
116	Engineering design	Objects to proposals for Mattock's Tree Green junction as it is considered that this is uneeded.	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
117	Engineering design	Disagrees with the proposals for Mattock's Tree Junction including the connections to local roads as considers it to be unnecessary	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
118	Engineering design	Requests that if the entire A358 is to be dualled the existing A358 is used to reduce land take	The existing A358 carriageway is used as the new westbound carriageway of the proposed dual-carriageway between Mattock's Tree Green junction and Southfields roundabout. Between M5 junction 25 and Mattock's Tree Green junction, National Highways have designed the scheme to move traffic away from Henlade, with the average daily traffic reducing by around 90% in 2046. This would significantly reduce vehicle emissions in the village and should improve the existing Henlade Air Quality Management Area. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).	No
119	Engineering design	Considers the infrastructure proposals excessive.	The scheme proposals are similar to other major highway schemes and scheme specific requirements and constraints, such as the alignment of the existing A358, have informed the scheme proposals. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).	Yes
120	Engineering design	Concerned that little has been done to minimise the urban footprint of the proposals, particularly the flyovers, central reservations and excessive verges.	The scheme proposals are similar to other major highway schemes and scheme specific requirements and constraints, such as the alignment of the existing A358, have informed the scheme proposals. Flyovers (or bridges) over the A358 require a minimum headroom to allow vehicles to pass safely underneath. On sections of the route which are curved (on a left hand or right hand bend), the central reserve and/or verge is widened to provide adequate visibility and safe stopping distance for vehicles. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).	No
121	Engineering design	Considers the proposed provision of two major new roundabounts at Thornfalcon cannot be justified either on cost or safety grounds and should be redesigned to minimise the negative environmental impact on the surrounding rural community.	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	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. 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).	
122	Engineering design	Objects to proposals for Mattock's Tree Green junction. Concern that all of these proposals only benefit holiday traffic passing through and do nothing for local residents.	The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	N/A
123	Environment	Supports that the only ancient woodland in proximity to Mattock's Tree Green Junction is kept outside of the Proposed Scheme Boundary. Suggests any future work at Mattock's Tree Green Junction retains the protection of the irreplaceable habitat under NPPF.	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
124	Environment	Considers Mattock's Tree Green Junction consumes too much land and will create light pollution impacting the Blackdowns AONB	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. Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	Yes
125	Environment	Considers the Mattock's Tree Green Junction to be complex and excessive and will remove green space and habitats	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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. 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.	
126	Environment	Suggests the use of robin imagery on the promotional material when proposals will destroy their habitat is distasteful.	National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife. Habitat protection measures are detailed within the EMP; such measures include the establishment of no-construction buffer zones around sensitive habitats such as ancient woodlands and veteran trees, installation of tree protection fencing and pollution prevention measures. The translocation of trees, hedgerow and orchids is proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the EMP.	No
127	Environment	Concern the proposal to access the A358 will increase rat running through Stoke St Mary which will damage existing hedgerows	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
128	Environment	Concern about the amount of farmlad being used with the roundabout and slip roads in regard to the proposal for Mattock's Tree Green junction and the connections to local roads such as Henlade via the existing A358	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
129	Environment	Considers the roundabouts at Mattock's Tree Green Junction are unsightly and consume too much greenfield land, create light pollution, and impact the views from the Blackdowns AONB.	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. 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. National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	Yes
130	Environment	Objects to the proposals for Mattock's Tree Green junction as considers there is too much land take and a negative ecological impact. Considers there to be little existing congestion and therefore no work is needed.	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. 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. 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.	
131	Environment	Considers Mattock's Tree Green junction is a large development which takes a a large amount of land, requests the junction be simplified to reduce the environmental impact	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. 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.	Yes
132	Environment	Considers the proposals for Mattock's Tree Green particularly environmentally damaging.	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. 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
133	Environment	Disagrees with the Mattock's Tree Green junction as considers it destroys unnecessary greenfield land	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. 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.	No
134	Environment	Disagrees with proposals for Mattock's Tree Green junction as considers the junction is excessive and is detrimental to the environment	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. 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	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
135	Environment	Considers that 2 roundabout at Mattock's tree Green junction is excessive as it will destroy too much landscape	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. 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.	No
136	Environment	Objects to the proposals as they would be polluting and hugely detrimental 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).	No
137	Environment	Considers the proposals for mattock's tree Green junction will impact on the Blackdown Hill AONB due to light pollution, considers it will also impact on ecology	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. 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).	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. 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. 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.	
138	Environment	Concern that proposals would have environmental impact as local residents will need to be travelling larger distances, causing more pollution, to be able to access the A358/A303/M5, or any other routes or crossing points leading off the A358.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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
139	Environment	Suggests compensatory tree planting for woodland that is not ancient to ensure there is no net loss of woodland. Suggests new woodland be planted near the existing retained woodland to expand the habitat making it more connected across the landscape.	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.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
140	Environment	Concerned over the impact of proposals on the countryside.	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
141	Environment	Considers access to the new A358 section 1 to be an improvement given the dedicated slip and access roads but requests extensive tree landscaping and noise attenuation is needed to meet environmental considerations for the local community.	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. 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
142	Landscape and visual impacts	Concerned over the scale of proposals and questions why 24/7 street lighting is needed. Requests the street lighting is the lowest height possible.	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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
143	Landscape and visual impacts	Considers the proposed junctions, slip roads and roundabouts in the Mattock's Tree Green area will damage the landscape. Requests improved access to local roads which connect to a single roundabout or traffic light controlled junction	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). 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.	No
144	Landscape and visual impacts	Considers the design of Mattock's Tree Green junction destroys the area of the countryside and will scar the visual landscape and Blackdown AONB. Requests no street lighting be installed	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). 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.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
145	Landscape and visual impacts	Considers the proposals for Mattock's Tree Green out of keeping with the surrounding area.	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). 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.	N/A
146	Landscape and visual impacts	Considers the scale of the junction excessive and damaging to the landscape. Suggests the proposals should be redesigned with less concrete and tarmac.	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). 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.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
147	Landscape and visual impacts	Notes that the vertical alignment of the new dual carriageway at the Mattock's Tree Green junction is 15m lower than the existing ground level of the crest of the ridge. Concerned excavating and cutting through the crest would create an undesirable notch out of the existing ridge profile. Notes either significant consideration should be given to landscaping and earthwork profiles on approaches to mitigate against and appropriately conceal impacts on the Somerset landscape or this element should be designed out.	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
148	Landscape and visual impacts	Suggests the proposals, in their elevated position, will have a significant impact on the visual impact on the landscape, especially night time light pollution.	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). 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.	N/A
149	Landscape and visual impacts	Concern that the roundabouts at Mattock's Tree Green Junction would causing more light pollution to the area. Questions how the proposals impact nearby AONBs	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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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). 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.	
150	Landscape and visual impacts	Disagrees with the Mattock's Tree Green junction as considers it impacts on the views from the Blackdown Hill AONB	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). 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.	No
151	Landscape and visual impacts	Considers the proposed Mattock's Tree Junction too intrusive for a rural environment and suggests it would exacerbate existing problems of visual impact and light pollution.	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). 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
152	Landscape and visual impacts	Concerned that the landscape impact is significant.	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
153	Landscape and visual impacts	Suggests installing overtaking sections to the existing road as it would provide the same benefits of the present scheme. Notes it would be the same as the current A303 section and it would not impact the surrounding community regarding increased through flow of traffic. States it would also have a much smaller impact to the environment, as a lot less land would be required for this installation.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways 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 scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
154	Landscape and visual impacts	Concern the proposals for Mattock's Tree Green junction will interfere with the local landscape and increase light pollution	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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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). 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.	
155	Landscape and visual impacts	Disagrees with the proposals for Mattock's Tree Green junction as considers the scheme is too large in scale for the area and considers the scheme turns the countryside into an unattractive urban area	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.	N/A
156	Landscape and visual impacts	Objects to the proposals as concerned Mattock's Tree Green junction will involve excessive land take.	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). 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.	No
157	Landscape and visual impacts	Objects to proposals as will result in a loss of farmland and require extensive tarmac.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
158	Landscape and visual impacts	Concerned by the amount of countryside that will be covered by roads.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
159	Landscape and visual impacts	Concerned the planned roundabouts, local road connections and new expressway carve through farmland and areas of natural beauty leaving a great environmental impact. Questions the need for the scale of the scheme.	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. 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
160	Landscape and visual impacts	Consider that the roundabouts proposed at Mattock's Tree Junction are unsightly, consume far too much greenfield land, and would create extensive light pollution (including on Blackdowns AONB).	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). 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
161	Landscape and visual impacts	Suggests the situation does not call for a large amount of invasive land movement. Concerned the building of the roundabouts would disrupt much land and is excessive.	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.	N/A
162	Landscape and visual impacts	Considers the lights at Mattock's Tree Green Junction will increase light pollution	Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
163	Noise and vibration	Concerned the proposals will create excessive noise pollution and disruption.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
164	Population and human health: business and tourism	Objection to proposals for Mattock's Tree Green junction as it is considered to not be required. Concern raised that Ash farm will be badly affected, its a beautiful quiet campsite.	National Highways notes the concern of the impact on Ashe Farm Camping and Caravan site. An assessment of has been undertaken of the effects on communities and businesses in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). 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
165	Population and human health: community impacts	Concern that the impacts of the scheme in terms of severance and quality of life are written in the consultation materials by someone who doesn't live in the area, and without any survey information from those that do. Concern that the proposed scheme would make life worse for many.	As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	
166	Population and human health: community impacts	Concerned no consideration has been given to local village 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
167	Population and human health: community impacts	Considers that the proposals would not bring many benefits to local people or businesses.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
168	Population and human health: community impacts	Concern regarding Mattock's Tree Green Junctions impact on Hatch Beauchamp	National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junctions have been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling, National Highways proposed several design changes to Mattock's Tree Green junction. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
169	Principle of development	Suggests the scheme should stop once Henlade has been bypassed and connect with the existing road and maintain connections to local communities. Considers there no need for the further scheme.	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.	N/A
170	Principle of development	Considers the scheme to contradict the government policy to reduce private traffic and encourage the use of public transport	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
171	Principle of development	Rejects proposal based on that traffic will continue to use existing road despite upgrades	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			(Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. The current route along the A358 (through Henlade) will benefit significantly from having around 90% of traffic moved on to the new A358, reducing the congestion and therefore improving typical journey times to access the new A358.	
172	Principle of development	States that the scheme encourages car use when public transport should be promoted	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
173	Principle of development	Concerned the proposals are excessive and over designed. Comments the road is a rural A road that occasionally gets backed up, not a metropolis.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways 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.	N/A
174	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	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 route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. 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).	No
175	Principle of development	Comment in agreement with the upkeep of the A358 but does not see a need to make it into a dual carriageway.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
176	Principle of development	Considers roads should not be built due to the impact on climate change	National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, including alternative modes of transport. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. 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 incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	N/A
177	Principle of development	Objection to the scheme as there is no congestion on the A358 the majority of the time, and that most problems occur only at Southfields Roundabout and Henlade Junction	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in 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. 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
178	Principle of development	Objects to the principle or proposals as considers they will induce demand when we need less cars not more roads.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
179	Principle of development	Objects to the principle of development as considers we must stop expanding roads to have a livable future.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
180	Principle of development	Consider that the two parallel roads in the direction of Henlade are unnecessary.	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. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	N/A
181	Principle of development	Objection to the proposals for Mattock's Tree Green junction as it is considered that this is unnecessary construction.	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.	N/A
182	Principle of development	Considers the scheme should be scrapped on climate, environment and health and wellbeing grounds	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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 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.	
183	Principle of development	Objects to the scheme as considers it is a suburban nightmare	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). 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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
184	Principle of development	Considers there is no need for a dual carriageway and concern the scheme will be highly expensive	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
185	Principle of development	Considers there is no need for a dual carriageway	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
186	Principle of development	Objects to the proposals for Mattock's Tree Green junction, as considers the scheme will worsen air quality and quality of life allround	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. The impact of construction on residents and their health is identified and assessed in Environmental Statement Chapter 12 Population and human health (Document reference 6.2). In conclusion, all health outcomes are neutral across all wards for all health determinants.	N/A
187	Principle of development	Objects to the proposals as considers them unhelpful.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
188	Principle of development	Objection to the principle of development and concern that proposals are unjustified. Concern that the benefits to be gained are minimal and that the scheme would bring potentially serious negative impacts. Considers the objectives mentioned for the scheme to be general, potentially disingenuous and un-quantified.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). National Highways acknowledges the range of views expressed including concern around impact on local people. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
189	Principle of development	Objection to the proposed development and considers that the only necessary improvements that are required are Henlade and 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 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. 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
190	Principle of development	Concerned over the cost of the scheme and that it is being paid for by tax payers.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
191	Principle of development	Suggests that until single carriageways of the A303 are dualled there is no justification for the road as journey times would still be slowed. Concerned there are no other reasons for the road beyond traffic and the funds spent on the road could be better used elsewhere.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). 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
192	Principle of development	Considers the current system is adequate and there is no need for new proposals. Suggests that the A358 traffic is only at particular times of the day and that people are happy to adjust their journeys accordingly.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
193	Principle of development	Objects to the principle of development. Suggests the road should be decommissioned and is saddened that National Highways nor the government has the interests of people at heart. Concerned that public opinions for objection will not be accounted for despite the public being well informed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).	N/A
194	Principle of development	Considers any further development of the A358 unnecessary after the A378 junction (Mattock's Tree Green Junction).	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in 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.	N/A
195	Principle of development	Considers the changes to the junction unnecessary and would avoid due to dislike of large busy junctions.	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.	N/A
196	Principle of development	Objection to the proposed scheme as it is considered that there is no need to upgrade the road. Comments that 'peak car' has probably been reached and that in less than 10 years time, given the climate emergency, expenditure on this scheme will not be worthwhile.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, including alternative modes of transport. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). 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.	
197	Principle of development	Objects to the dualling scheme as considers the scheme will negatively impact on rural activities and agricultural land.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
198	Principle of development	Agrees with the proposals for Mattock's Tree Green junction and considers them overdue.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
199	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
200	Principle of development	Supports the proposals for a new road as considers the existing road is inadequate.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
201	Principle of development	Supports proposals to update this section of road and considers it needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
202	Principle of development	Considers the proposals as taking too much land and costing too much.	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 Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The 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). The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
203	Principle of development	Objects to the dualling of the A358, and considers the only improvements needed are for a Henlade bypass and Southfields roundabout to expedite traffic flows from southbound A358 to eastbound A303.	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. 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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
204	Principle of development	Considers that dualling between Mattock's Tree Green and Southfields Junction must be the lower priority of the scheme – and comments that the Henlade bypass and Southfields roundabout improvements are much more required.	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. 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
205	Principle of development	Concerns with the overall scale of the scheme. Suggests a scaled down approach (Henlade bypass, Southfield, Ilminster bypass and J25 improvements with road safety improvements) would resolve current issues.	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. 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
206	Principle of development	Objects to proposals as considers the new road not to be required. Considers there too much environmental damage for the advantages gained. Concerned there are no advantages to local village residents along the route.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
207	Principle of development	Rejects proposal due to its unsustainability and hipocracy with COP 26 targets, as well as its impacts on the local people and environment. Notes that traffic is heavier but that it doesn't cause a problem	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	N/A
208	Safety and road accidents	Notes it is not clear how traffic is controlled at Mattock's Tree Green and expresses concern regarding the safety of traffic joining the A358 from these junctions.	Mattock's Tree Green junction is a standard grade separated dumbbell arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The roundabouts are priority controlled and not signal controlled.	No
209	Safety and road accidents	Support for proposals for Mattock's Tree Green junction as it is considered that these would make it easier and safer for local villagers, including from Beercroocmbe, to access the road network.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
210	Safety and road accidents	Considers the proposals to be safer than current traffic lights on high-speed dual carriageway model.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
211	Safety and road accidents	Supports the proposals for Mattock's Tree Green junction as it is considered this would be much safer.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
212	Safety and road accidents	Supports the proposals for Mattock's Tree Green junction as considers is is a vital junction for neighborhoods to access the A358 and would provide a safe link for traffic from Langport and North Curry.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
213	Safety and road accidents	Highlights that the roads are narrow and already congested with Thurlbear school traffic. Area with the hill contains little passing places and is prone to traffic, and horse-riders who use the lanes are at increased risk from increased traffic	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
214	Safety and road accidents	Highlights that Ash Lane is very narrow on approach and this will cause local traffic to divert through Higher West Hatch and Thurlbear. Considers the narrow roads and blind bends a safety hazard.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
215	Safety and road accidents	Concern the proposal to access the A358 will increase rat running through Stoke St Mary which will be dangerous for WCH due to there being no pavements in the village	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
216	Safety and road accidents	Concerned proposals for Mattock's Tree Green are dangerous as could increase traffic on the local signal track roads which are well used by WCH groups and school run traffic. Notes the local roads are not equipped for an increase in traffic.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
217	Safety and road accidents	Concerned that Mattock's Tree Green junction is dangerous for non-vehicular traffic.	Taking into account feedback from consultation, gradients are less steep than previously proposed, with 6% on the Scout Camp and Ash Road links. Cyclists at Mattock's Tree Green junction could use shared off-carriageway tracks that would be provided on both sides of the overbridge. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction.	No
218	Safety and road accidents	Objection to proposals for Mattock's Tree Green junction as it is considered potentially dangerous. Concern that the road marked as village road North (going to Hatch Beauchamp) joins the A378 with a T junction and that this would be an accident black spot. Suggestion to move this to join the roundabout directly. Concern about safety where the old Eastbound road from Henlade is shown joining the roundabout directly. Highlights that the problem with these types of junctions is that vehicles join and go around the single roundabout then turn onto the wrong carriageway. While it is considered to be cheaper than constructing two bridges, concern raised that this junction looks very dangerous. Queries	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		what the speed limit on the old road from this roundabout to Taunton would be. Suggestion that unless some traffic calming or speed cameras it would become a race track.	The roundabout has two lanes on the circulatory carriageway with appropriate signage and road markings to safely guide road users to the correct direction. The traffic flows through the old A358 are forecast to reduce by around 90% in the design year (2046). This significant reduction means that traffic calming measures are not beneficial through Henlade with the scheme. The new high-quality, high-performing dual carriageway has been designed to accommodate all of the forecast traffic, reducing any likelihood of alternative routes being used. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	
219	Safety and road accidents	Support for proposals for Mattock's Tree Green junction. Highlights that access to local housing and facilities are required, and need to be safe for drivers to access these roads. Suggests that "passing through" traffic needs to be forced to use the fast road.	The traffic flows through the old A358 are forecast to reduce by around 90% in the design year (2046). This significant reduction means that traffic calming measures are not beneficial through Henlade with the scheme. The new high-quality, high-performing dual carriageway has been designed to accommodate all of the forecast traffic, reducing any likelihood of alternative routes being used. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	N/A
220	Safety and road accidents	Considers any increased traffic volume to the local roads dangerous , particularly for cyclists and horse-riders.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
221	Safety and road accidents	Concern raised that with the increased traffic it will become even more dangerous, or even cut off communities in severe weather such as flooding and ice/snow. Concern that there are no plans for Somerset County Council to improve the safety of Griffin Lane considering the new A358 consultation and that this is unacceptable and unsafe. Suggests that either there needs to be an arrangement to improve the road surface, width and passing places on Griffin Lane, or more suitably continue the	National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Following a design review due to feedback from the 2021 statutory consultation, we have identified an	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		road to the Hush Woods Scout Campsite on to West Hatch Lane, further providing access.	opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. The scheme would not provide improvement to Griffin Lane to actively discourage road users from using this route across the scheme. The lane must be retained for local access to adjacent property.	
222	Traffic, access and modelling	Highlights that the local rural lanes are subject to heavy flooding which will impact traffic.	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	N/A
223	Traffic, access and modelling	Notes the traffic needs to be slowed down as it currently backs up badly at either ends of the A358 and the proposed expressway will only get it there quicker.	National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme. This testing has led to the decision to replace the Nexus 25 roundabout with a signalised junction. Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely. There is enough capacity at the M5 junction 25 with the proposed upgrades and the proposed Nexus 25 signalised junction to provide sufficient green time to the conflicting demands between the approach arms without excessive queue build up. The Nexus 25 signalised junction has been modelled with the M5 junction 25 junction to assess the interaction between the two junctions, and check that queuing between them is not a problem during peak periods. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. 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
224	Traffic, access and modelling	Considers there to be no need for the existing dual carriage on the A358, therefore suggests one side of the road be designated as a cycleway or footpath and the road change to a single carriageway	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
225	Traffic, access and modelling	Supports closing Greenway Lane as it is currently used as a rat run. However this will result in rerouting of traffic to other more unsuitable	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		roads such as Ash Road – which is single track with limited forward visibility and sub-standard passing places.	The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	
226	Traffic, access and modelling	Supports closing Greenway Lane as it is currently used as a rat run. However this will result in rerouting of traffic to other more unsuitable roads such as Ash Road – which is single track with limited forward visibility and sub-standard passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	N/A
227	Traffic, access and modelling	Concern that the traffic modelling data significantly underestimates traffic that would go via Greenway Lane through 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 link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	N/A
228	Traffic, access and modelling	Concern that the traffic modelling data significantly underestimates traffic that would go via Greenway Lane through 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 link to discourage the use	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (ComMA) (Document Reference 7.4).	
229	Traffic, access and modelling	States it is not clear how the junction between Village Road and Mattock's Tree Green junction would function and states it would result in increased levels of turning rights towards Hatch Beauchamp, blocking the flow of traffic	Feedback from the 2021 A358 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered responses to the 2021 statutory consultation and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction. The existing A358 would tie into this roundabout as previously designed.	Yes
230	Traffic, access and modelling	Agrees with the proposal for Mattock's Tree Green Junction, however is concerned with the cutting off of West Hatch Lane, as this provides the easiest access to the A358 from Bickenhall, and the proposed junctions are a long distance from the new A358.	Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	N/A
231	Traffic, access and modelling	Concern that by closing off Lower West Hatch Lane to any access towards the a358, this will push all traffic and road users heading towards the A358/M5/A303 and any other local villages towards Hatch Beauchamp, Curry Mallet on to the dangerous Griffin Lane. As the only proposed remaining local connection between Ashill and Mattock's Green, this is considered an non- viable road route.	Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	N/A
232	Traffic, access and modelling	Considers Mattock's Tree green maintains connections to Nightingale Farm Units and the Scout Camp	Following a design review due to feedback from the 2021 statutory consultation, we have identified an opportunity to improve access to Mattock's Tree Green junction to and from West Hatch. We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.	N/A
233	Traffic, access and modelling	Objects to the proposals for Mattock's Tree Green junction as opposes the plan for local access and states Villages should have their own direct access. Considers there will be increased traffic and farm machinery and lorries will have to go down narrow single track lanes	For the A358 to become a high quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the relevant design standards. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The modelling forecasts that most of the local roads in the vicinity of the proposed A358 scheme will see a negligible change in traffic flow as a result of the scheme; less than 250 vehicles a day per direction. This is partially due to a number of mitigation measures included in the scheme design. For example, during the 2021 A358 statutory consultation it was noted that there were objections to the increase in traffic along Ash Road because Mattock's Tree Green junction directly linked the A358 to the south of Taunton. As a result of this, National Highways included a realignment of Ash Road in the design to discourage the use of Ash Road as an alternative route.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
234	Traffic, access and modelling	Requests the old A358 should be left in place under the new expressway to allow access to the businesses in Ashe Farm. Suggests that it should be narrowed to discourage through traffic.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses in the area. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid vehicles taking alternative routes. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage, should the Development Consent Order be granted for the scheme.	N/A
235	Traffic, access and modelling	Questions the need of a connection to the old A358 at Nags Head as it would become a local road and traffic would reduce when the new road is open. Suggests that a two-lane road would deter rat-running, and that it could be tied into the old dual carriageway at Nags Head. Suggests to contact Somerset County Council	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	N/A
236	Traffic, access and modelling	Considers the proposed junction at Mattock's Tree Green unnecessary and it should not be built as there will be several accesses to the new road.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed, 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.	N/A
237	Traffic, access and modelling	Considers the proposed junction at Mattock's Tree Green unnecessary and it should not be built as there will be several accesses to the new road.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed, 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.	N/A
238	Traffic, access and modelling	Comment that current junction is used almost daily and at most times of day and it works well for traffic joining from A378. Considers that the junction as proposed looks ok as long as the slip roads will be sufficiently long to enable safe joining to the dual carriageway – and also will depend on what speed limit is enforced on the A358 around that junction.	Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	N/A
239	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction and agree that local traffic needs to be linked to Mattock tree junction via the existing A358 road, as proposed by parish councils. Highlights that the road through Meare Green is completely unsuitable for traffic as its only single carriage.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
240	Traffic, access and modelling	Supports proposals at Mattock's Tree Green junction, as there would be no conflicts between traffic which is the case at the M5 junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
241	Traffic, access and modelling	Highlights the easy access to North Curry from the junction	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
242	Traffic, access and modelling	Agrees with the proposal, states that traffic through Henlade needs reducing	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
243	Traffic, access and modelling	Supports proposal as it would reduce traffic through Henlade	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
244	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction as it is considered that this would allow local access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
245	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction as considers it will allow the flow of traffic without pushing it through the residential areas	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
246	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction as considers it to be the most cost effective and least disruptive solution for access to and from these areas	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
247	Traffic, access and modelling	Considers the proposals for Mattock's Tree Green Junction will be helpful for residents and access to Langport.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
248	Traffic, access and modelling	Supports the proposals as will maintain connections without impeding traffic flow.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
249	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction including the connections to local roads such as Henlade and considers the proposals give many options to connect to existing routes	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
250	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction and connections to the local roads as considers these connections are important to maintain	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
251	Traffic, access and modelling	Support for the proposals for Mattock's Tree Green junction as considers it would be better for public transport getting in and out of junctions and there would be less accidents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
252	Traffic, access and modelling	Supports proposals for Mattock's Tree Green junction as it is considered that this keeps all but essential traffic off the Henlande route.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
253	Traffic, access and modelling	Support for proposals at Mattock's Tree Green junction as it is considered that the removal of traffic from Henlade is a critical issue and that this would be a great solution.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
254	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction as it is considered this would be better than routing all traffic through Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
255	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction as it is considered that these would enhance traffic flows at peak times.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
256	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction as it is considered that important local connections should be preserved.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
257	Traffic, access and modelling	Agrees with the proposal for Mattock Tree green junction, including the connections to local roads such as Henlade via the existing A358 as considers this will allow access to the new A358 for most local traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
258	Traffic, access and modelling	Support for proposals at Mattock's Tree Green junction, as it is considered this junction currently experiences high congestion at rush hours and therefore, these proposals would be an improvement.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
259	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction, as it will be ensure existing roads are connected and locals kept happy.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
260	Traffic, access and modelling	Supports proposals as considers the Mattock's Tree Green junction will be effective in managing traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
261	Traffic, access and modelling	Supports proposals for Mattock's Tree Green junction as considers any improvements that link local roads to the A358 an advantage.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
262	Traffic, access and modelling	Supports proposals for the Mattock's Tree Green junction as considers the A358 is currently inadequate for taking traffic volumes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
263	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green Junction as considers it will enable local traffic to pass along the local roads	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
264	Traffic, access and modelling	Supports the proposals for Mattock'e Tree Green junction and connections to local roads as considers this section currently is a bottleneck	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
265	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green ads considers it will aid traffic flow and reduce congestion due to the provision of slip roads used to join the A358	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
266	Traffic, access and modelling	Supports the proposals or Mattock's Tree Green junction, including the connections to local roads as considers it provides good connections to all nearby local roads	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
267	Traffic, access and modelling	Supports the proposals for Mattock's Tree Green junction as considers the A378 is a busy road which needs a junction	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
268	Traffic, access and modelling	Supports the Mattock's Tree Green Junction however states signposting should be used to discourage use of the old road by through traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
269	Traffic, access and modelling	Supports proposals as notes Henlade is currently a traffic bottleneck.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
270	Traffic, access and modelling	Supports proposals as considers them needed to solve traffic problems.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
271	Traffic, access and modelling	Suggests that Ash Road needs to remain open to provide access to Slough Green and Thurlbear. Considers that the proposed junction at Mattock's Tree Green would be good.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. National Highways can confirm that Ash Road will remain open to provide access to Slough Green and Thurlbear. As an additional note, due to feedback expressing concern about the predicted rise in traffic flow using Ash Road, a design change was made after the 2021 A358 statutory consultation. 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 result of this is that local traffic will be able to use Ash Road, and there will be no notable change in the traffic flow using Ash Road with the proposed A358 scheme in place.	No
272	Traffic, access and modelling	Support for proposals for Mattock's Tree Green junction, as it is considered that the proposed solution seems to allow access to and from the new and existing A358. Concern that while the local impact would be huge, at least local residents now have an access road. Suggests that perhaps the existing dual carriageway could become single lane in each direction, giving opportunity for cycle ways.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	No
273	Traffic, access and modelling	Considers proposals will improve access to the A358 towards J25 which is currently problematic during busy periods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
274	Traffic, access and modelling	Considers the proposed junction at Mattock's Tree Green unnecessary and it should not be built as there will be several accesses to the new road.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed, 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.	N/A
275	Traffic, access and modelling	Disagrees with the thornfalcon junction as considers it will be less efficient	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. An adequate junction arrangement is needed to safely accommodate the forecast traffic flow and allow it to join and leave the A358 without any negative congestion effects. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the two roundabouts that make up the Mattock's Tree Green 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
276	Traffic, access and modelling	Considers the design of Mattock's Tree Green junction is excessive considering the traffic volumes of the roads will serve only minor routes	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	
277	Traffic, access and modelling	Questions if the scale of the junction is necessary given National Highways suggest no traffic increase in surrounding roads.	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	No
278	Traffic, access and modelling	Objection to the proposals for Mattock's Tree Green Junction, where it was highlighted that the main direction of traffic is M5/Taunton to/from A303 and south Somerset.	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	No
279	Traffic, access and modelling	Objects to proposals for Mattock's Tree Green junction as it is considered that the proposals make no allowance for traffic increases on the local roads. It is considered that the removal of access for local villages would impact daily users of the road the most and therefore would disproportionately affect these users over holiday traffic.	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	No
280	Traffic, access and modelling	Objects to the proposals as suggests Mattock's Tree Green junction brings no real benefit to for commuters as the road is currently free flowing and easy for comuters heading in all directions.	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	No
281	Traffic, access and modelling	Considers Mattock's Tree Green Junction is an inappropriate solution which will continue to have traffic congestion	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model forecasts a negligible change in traffic flow on the roads surrounding the Mattock's Tree Green junction with the scheme in place and significant reductions on what will become the old A358, however there is still growth in traffic flow predicted year on year. Mattock's Tree Green junction is a standard grade separated arrangement in accordance with Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed, and the roundabouts included in this design are the standard solution to accommodate the volume of traffic forecast to move between the A358 and the A378, as well as the other roads into the junction.	No
282	Traffic, access and modelling	Requests the cross roads at Mattock's Tree Green change to a mini roundabout to facilitate turning right onto the existing A358 at Stoke Road. Considers this will improve access for Stoke St Mary residents to the roundabout at Mattock's Tree Green	National Highways has undertaken traffic modelling on the proposed scheme which includes the local roads surrounding the proposed A358 scheme. The model suggests that the traffic flow using the existing A358 through Henlade is forecast to decrease by around 90% on an average weekday in 2046 with the proposed A358 scheme in place. As such, the forecast drop in traffic along the existing A358 would mean that it will be quicker and safer to join the existing A358 to access the Mattock's Tree Green junction from Stoke Road than if the scheme was not implemented, if the current junction arrangement was retained. As such, a change in the junction arrangement is not beneficial.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
283	Traffic, access and modelling	Concerned the proposal will create a rat run through Henlade when there is traffic queuing on the new A358.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where 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.	No
284	Traffic, access and modelling	Concerned the proposal will create a rat run through Henlade and Creech St Michael when there is traffic queuing on the new A358.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where 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.	N/A
285	Traffic, access and modelling	Concern the proposals for Mattock's Tree Green junction will increase rat running	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
286	Traffic, access and modelling	Considers it vital that existing connections are maintained.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
287	Traffic, access and modelling	Concern that the removal of Greenway Lane's connection to the A358 will cause rat running in other areas particularly along Ash Road continuing through Stoke St. Mary and Creech St. Michael to cross at Henlade and travel in and out of Taunton via Haydon. Requests the provision of traffic management measures in the A358.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
288	Traffic, access and modelling	Concern that if the Green Lane Road junction is closed this will cause rat running through Thurlbear to get to Taunton if motorists do not want to travel to Henlade cross to access Haydon Lane.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
289	Traffic, access and modelling	Considers traffic volume at Haydon lane will be reduced considerably more than the 320 vehicles that have been modelled as all traffic will use Ash Road as the preferred alternative.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
290	Traffic, access and modelling	Supports closing Greenway Lane as it is currently used as a rat run. However this will result in rerouting of traffic to other more unsuitable roads such as Ash Road – which is single track with limited forward visibility and sub-standard passing places.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
291	Traffic, access and modelling	Considers the design of the roundabout at Mattock's Tree Green Junction at Langport Road would lead to rat running down Ash Road through Stoke St Mary to South Taunton.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
292	Traffic, access and modelling	Concern that Stoke St Mary will become a rat run into Taunton for commuters wishing to divert off the A358. Highlights that this may still happen, but with the new junction at Mattock's Tree Green, Ash Road would take that increased traffic	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
293	Traffic, access and modelling	Concerned with the proposed access to Ash Road from Mattock's Tree Green as it could create a rat run down Stock Hill to Stock St Mary; this route is narrow single lane with high hedges, few passing places or footpaths and poor quality surfacing therefore unsuitable for increased traffic levels.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
294	Traffic, access and modelling	Concerned Mattock's Tree Green junction proposals will encourage traffic to use Ash Road as a rat run. Notes that NH have already indicated an increase in traffic flow of 50% and being single track, with few passing places, Ash Road is not appropriate for this level of traffic.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
295	Traffic, access and modelling	Objects to proposals as concerned they will become a new rat run route for local traffic. Concerned traffic will route through Stoke St Mary via Ash Road and considers there to be dangerous impacts of this given Ash Road is single track and used for walking to school despite having no pavement. Notes Ash Road is also steep, icy in winter and prone to flooding.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
296	Traffic, access and modelling	Concern the proposal to access the A358 will increase rat running through Stoke St Mary	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
297	Traffic, access and modelling	Disagrees with the proposals for Mattock's Tree Green junction as considers it will lead to Ash Road through Stoke st Mary being used as a rat run to South Taunton. States Ash Road is narrow and has limited visibility, inadequate provision of passing places and is used by WCH	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
298	Traffic, access and modelling	Concerned that the design of Mattock's Tree Green will invite traffic to use the rat run down Ashe Road through Stoke St Mary to south Taunton.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Concerned that up to double the current traffic would go through the village and considers this an under estimate. Suggests the junction to the roundabout link should not be built as Ash Road is in some places single track with low visibility and is used by WCH groups.	An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
299	Traffic, access and modelling	Considers the Mattock's Tree Green Junction to be unnecessary as considers it will force traffic onto Ash Road which is not suitable and used by WCH users.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
300	Traffic, access and modelling	Highlights that the scheme will adversely affect the volume of traffic through Stoke St Mary, and that the existing road is narrow, steep, has passing places, and is used by farm traffic, residents and WCH	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
301	Traffic, access and modelling	Concerned over traffic exiting the A358 at Mattock's Tree Green and access south Taunton via Stoke St Mary and Ash Road. Notes the current route from J25 is already very convoluted since the old Ilminster Road access was closed and this will cause drivers to seek alternative rat runs through the village. Concerned over a traffic increase along Ash Road and into Stoke St Mary as the road is narrow, with few passing places, and increased traffic will impact on WCH users.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
302	Traffic, access and modelling	Questions whether this will mean increased traffic through Stoke St Mary	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
303	Traffic, access and modelling	Disagrees with the connection to Ash Road as considers it will increase rat running on lanes which are not capable coping with an increase in traffic, considers this will result in gridlock	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
304	Traffic, access and modelling	Considers Ash Road is used as a back route to Taunton concern that the traffic doubling in this area and closure of Greenway Lane will increase traffic at Ash Road. Suggests to prevent congestion Ash Road should be closed	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
305	Traffic, access and modelling	Concerned proposals at Mattock's Tree Green will increase traffic through Hatch Beauchamp and other villages due to changes in local access. Concerned increases in traffic and the associated impacts will counteract the Hatch Beauchamp bypass that was implemented 20 years ago.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
306	Traffic, access and modelling	Objects to the proposals for Mattock's Tree Green junction as considers there will be increased traffic and farm machinery and lorries will have to go down narrow single track lanes	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
307	Traffic, access and modelling	Concerned the proposals will not help traffic flows and will put more traffic onto the backroads. Outlines own journeys to evidence that most journeys are taken via the back roads and the proposals will increase traffic in Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
308	Traffic, access and modelling	Concerned Mattock's Tree Green junction, when combined with other junction closures, would result in increased traffic. Suggests this is inefficient and costly given perceived lack of benefit.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
309	Traffic, access and modelling	Concern that if Haydon Road is cut off it will increase traffic on Ash Road through Stoke St Mary onto Chestnut Drive in Taunton. If Ash Road is closed that that will increase traffic on a narrow lane that already gets busy with parents on the school run. Notes that these small lanes are unsuitable for the volume of predicted traffic	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
310	Traffic, access and modelling	Highlights the country lanes joining the new road roundabout are narrow and sometimes single-lane with limited passing opportunities. Suggests traffic increases through areas such as High West Hatch and Thurlbear will be inevitable. Requests further discussions and clarification on the wider impact and suggests mitigations to protect local villages should be considered.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
311	Traffic, access and modelling	Concerned more traffic will be forced onto minor village roads and this will not improve road safety or quality of life.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
312	Traffic, access and modelling	Objects to the proposals as concerned local traffic will be severely disrupted and local roads will have to be improved to cater for increased traffic, adding to the cost of the overall project.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
313	Traffic, access and modelling	Requests traffic management measures be agreed and ready to be implemented on the day the proposed A358 opens. Considers it is unacceptable for Highways England to create a significant problem off line of their scheme and leave it to Somerset County Council to find a solution.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where 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.	N/A
314	Traffic, access and modelling	Concerned the proposals will make villages a through way for traffic and increase danger and pollution.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
315	Traffic, access and modelling	Concern that the proposed new road would cut off local people from accessing the A358 nearer to properties and therefore that they would be forced to divert through local villages causing increased traffic, congestion and road safety issues in villages and along narrow country lanes.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
316	Traffic, access and modelling	Concern that the Section 2 proposals has very little consideration for the existing, local traffic and residents, nor any support to improve the peripheral roads for the increased traffic due to the reduced access points to the A358.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		Concern that Griffin Lane is a very narrow, twisting, single track lane with no verges and very few small passing places, a decomposing road surface with multiple pot holes. Highlights that due to the steep gradient of the lane on both sides (Hatch Beauchamp side and Lower West Hatch) both ends of Griffin Lane regularly flood during the winter months.	National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	
317	Traffic, access and modelling	Objects to proposals due to the nature of griffin lane as a single track road. Concerned over implications of increase traffic flow.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A
318	Traffic, access and modelling	Considers the design of the roundabout at Mattock's Tree Green Junction at Langport Road would lead to rat running down Ash Road through Stoke St Mary to South Taunton.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
319	Traffic, access and modelling	Considers the design of the roundabout at Mattock's Tree Green Junction at Langport Road would lead to rat running down Ash Road through Stoke St Mary to South Taunton.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
320	Traffic, access and modelling	Concerned that the scheme will direct vehicles travelling from Ilminster direction to access the Park and Ride to leave the expressway at Mattock's Tree Green along the route of the old A358 through Henlade. Requests the provision of access to the park and ride from the Expressway via a new layout of the Nexus roundabout	National Highways proposal is to signpost the route for traffic approaching from the Ilminster direction to exit the dual carriageway at the Mattock's Tree Green junction to access Taunton Gateway Park and Ride via the existing A358. This traffic is already travelling through Henlade and is a very small proportion of the existing A358 flow, so has very little impact on the total traffic travelling through Henlade.	N/A
321	Traffic, access and modelling	Disagrees with the proposals for Mattock's Tree Green junction as considers the changes will not improve traffic flow unless Southfields roundabout is improved	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. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
322	Traffic, access and modelling	Considers the new spur road too Henlade likely to become a rat-run. Suggests that instead the existing road at Thornfalcon could be modified to enable the connection to Henlade and prevent the rat-run.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
323	Traffic, access and modelling	Considers that the spur off the northern roundabout to Henlade is unwarranted and local traffic to and from Henlade should flow via the existing Thornfalcon junction modified to provide the necessary connections to the A358. Supports the statements given in Item 2a) of the Community of Parishes response.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
324	Traffic, access and modelling	Suggests the Henlade spur off the Northern roundabout at Mattock's Tree Green is unwarranted and proposes traffic should instead flow via the existing Thornfalcon junction. Suggests this change would discourage a rat-run developing through Henlade and Creech St Michael and reduce the cost and impacts of the proposals. Suggests that parishes also have concerns over a rat-run developing through Stoke St Mary so any final design must mitigate against this by restricting traffic along Ash Road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
325	Traffic, access and modelling	Concerned the junction proposals will cause side road traffic problems. Concerned by the additional 1,190 vehicles using the lane from Ash Road that connects to Thurlbear Lane and Higher West Hatch Lane. Notes this section of road as no visibility and is single width which will cause large traffic problems and any increase in vehicles is unacceptable. Concerned the solution to finding a connection to the south side of Taunton with its facilities and employment areas is yet to have been considered. Notes that daily commuters to south Taunton will not use the A358, M5 roundabout and Toneway to reach their destination.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
326	Traffic, access and modelling	Concern that the traffic modelling data significantly underestimates traffic that would go via Greenway Lane through Stoke St Mary.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
327	Traffic, access and modelling	Notes that most people already leave Hatch Beauchamp via Meare Green to avoid pulling out onto the A358.	The existing junctions are known to be difficult to exit in certain conditions. The Mattock's Tree Green junction which forms part of the scheme is a standard grade separated arrangement in accordance with	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Design Manual for Roads and Bridges CD 122. The slip roads provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	
328	Traffic, access and modelling	Requests focus to be on to relieve traffic onto the Illminster bypass at the Southfields roundabout.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
329	Traffic, access and modelling	Suggests the Old Ilminster Road access via Blackbrook should be reopened to aid access to south Taunton. Suggests extending the red line boundary to incorporate this section of road. Highlights Cornwall's 'Quiet Lanes Scheme' where traffic is banned from narrow country lanes could be applied across the scheme but especially Stoke St Mary.	The potential of opening the bus only road link at Old Ilminster Road (off Blackbrook Park Avenue) to general traffic has been discussed with Somerset Council as the Local Highway Authority responsible for that part of the road network. Somerset Council have confirmed they would not support this on the basis that that the bus only link is an essential component of bus priority measures in the town that would be lost if the road were to be shared with wider traffic flows.	No
330	Traffic, access and modelling	Considers the main traffic problems are caused by the Southfields roundabout and lack of Henlade bypass	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. 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
331	Traffic, access and modelling	Requests focus be on diverting the traffic that currently goes through Henlade.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
332	Traffic, access and modelling	Requests traffic management measures be agreed and ready to be implemented on the day the proposed A358 opens. Considers it is unacceptable for Highways England to create a significant problem off line of their scheme and leave it to Somerset County Council to find a solution.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where 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.	N/A
333	Walking, Cycling and Horse-riders	Highlights that the old A358 from Mattock's Tree Green to Henlade would be a higher standard of road than will be required to carry the reduced volume of traffic using this connection once the new road is open. Suggests that this would provide an opportunity to close one carriageway to vehicular traffic and use it as a cycle/footway/bridleway.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
334	Walking, Cycling and Horse-riders	Highlights that the old A358 from Mattock's Tree Green to Henlade would be a higher standard of road than will be required to carry the reduced volume of traffic using this connection once the new road is open. Suggests that this would provide an opportunity to close one carriageway to vehicular traffic and use it as a cycle/footway/bridleway.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	Yes
335	Walking, Cycling and Horse-riders	Supports the proposal for Mattock's Tree Green junction and connections to local roads such as Henlade via the existing A358, the A378 Langport Road and Ash Road as it provides a needed bridge for cyclists	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
336	Walking, Cycling and Horse-riders	Support for the proposals for Mattock's Tree Green junction as considers it would be better for cyclists by ensuring that they would not have to cross the dual carriageway.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
337	Walking, Cycling and Horse-riders	Supports any improvement that increases connectivity without needing to use major roads, particularly beneficial for cyclists.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
338	Walking, Cycling and Horse-riders	Suggests improvements should be provided for walkers, cyclists and horse-riders by providing off road facilities parallels to the new road and Toucan crossings where appropriate. Suggests an off road cycle round from Mattock's Tree Green to Greenway Lane should also be provided and kept open for non- motorised users.	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 walkers, cyclists and horse riders, or bring improvements in terms of current accessibility and severance. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) identifies the public right of way (PRoW) that would be affected by the scheme which includes numerous proposals that seek to improve accessibility and connectivity across the PRoW network. In summary this includes: · 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	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			communities which live close to these routes and who may use them frequently for local walking. Mattock's Tree Green junction would have dedicated tracks on both sides suitable for use by walkers, cyclists and horse-riders. As an outcome of consultation, the link between Greenway Lane and Ash Road would be classified as restricted byway and extended to Mattock's Tree Green junction. Details of walking, cycling and horse-riding routes across the scheme are detailed on the Rights of Way and Access Plans (Document Reference 2.4).	
339	Walking, Cycling and Horse-riders	Objects to proposals to use a dumbbell roundabout design at mattock's Tree Green. Considers the roundabout type unsafe to cyclists and suggests cyclists would be vulnerable when trying to negotiate the junctions.	Taking into account feedback from consultation, gradients are less steep than previously proposed, with 6% on the Scout Camp and Ash Road links. Cyclists at Mattock's Tree Green junction could use shared off-carriageway tracks that would be provided on both sides of the overbridge. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction.	No
340	Walking, Cycling and Horse-riders	Objects to Mattock's Tree Green junction as it is considered that this would be bad for pedestrians, cyclists and horse-riders. Suggests that the junction needs a complete redesign, as it would sever popular cycle route through Thornfalcon-Slough Green.	Taking into account feedback from consultation, gradients are less steep than previously proposed, with 6% on the Scout Camp and Ash Road links. Cyclists at Mattock's Tree Green junction could use shared off-carriageway tracks that would be provided on both sides of the overbridge. Alternatively, a new restricted byway between Greenway Lane and Ash Road would allow cyclists to cross the A358 on Stoke Road overbridge instead of at Mattock's Tree Green junction.	No
341	Walking, Cycling and Horse-riders	Highlights Gear Change P20 which reflects the need to set a higher standard for cycling infrastructure and the many benefits to all by doing so.	Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standards' refers to Local Transport Note 1/20 (LTN 1/20). Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme. National Highways plans that the scheme would make use of the local road network and new traffic-free routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. Local Transport Note 1/20 (LTN 1/20) is guidance for all government-funded projects and primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but is unable to meet all its recommendations.	N/A
342	Walking, Cycling and Horse-riders	Objects to the proposals as they miss the opportunity to provide a dedicated foot and cycle highways on one side of the old dual carriageway from Henlade.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	No
343	Walking, Cycling and Horse-riders	Highlights that the old A358 from Mattock's Tree Green to Henlade would be a higher standard of road than will be required to carry the reduced volume of traffic using this connection once the new road is open. Suggests that this would provide an opportunity to close one carriageway to vehicular traffic and use it as a cycle/footway/bridleway.	The existing A358 between M5 junction 25 and Mattock's Tree Green would remain the responsibility of Somerset Council as local highway authority and would carry significantly less traffic than it does currently with the scheme in place. As an outcome of consultation, including discussions with Somerset Council as local highway authority, the dual carriageway south of Henlade would be repurposed to provide cyclist facilities. The eastbound side would be repurposed as a cycle track; the westbound side would cater for two-way vehicular traffic. It is anticipated that detailed design of the repurposed eastbound carriageway, post development consent order, would include space for walkers and horse-riders as well as cyclists.	No
344	Walking, Cycling and Horse-riders	Comments that the route from Stock Hill to Stock St Mary is used by cyclists, walkers and horse-riders in addition to local vehicles and any increase in traffic levels could endanger the safety of such users.	The traffic modelling shows a significant reduction in traffic through Stoke St Mary and the lanes should be more amenable for walkers, cyclists, and horse-riders (WCH). It is envisaged that the scheme would induce a decrease in traffic flow on Stoke Hill because Greenway	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Lane would no longer have a junction with the A358. The roads through Stoke St Mary including Stoke Hill should be more amenable for WCH as a consequence of the scheme.	
345	Walking, Cycling and Horse-riders	Concern that there will be an increase of traffic on lanes near to the A358. States that there is a large number of horses in the area and the bridleways have to be accessed by local roads, and that the roads cannot accommodate more road traffic	There are three rural lanes near to Mattock's Tree Green junction, namely Greenway Lane, Glebe Lane and Ash Road. It is envisaged that the scheme would induce a decrease in traffic flow on Greenway Lane because it would no longer have a junction with the A358. Similarly, traffic flows on Ash Road would reduce. The lanes should be more amenable for horse-riding as a consequence of the scheme.	N/A

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 the 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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Consider that an alternative option should be a slip road from the A358 northbound.	The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	N/A
2	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	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.	N/A
3	Alternatives to the scheme	Considers the proposal makes a large area of agricultural land unusable, suggests this will be avoided with the provision of an access road running parallel with the new A358	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
4	Biodiversity	Objects to the proposals as considers the plans to be ‘ecocide’ and there to be no softer benefits.	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.	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
5	Climate	Objects to proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. 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
6	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 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
7	Construction	Concern that construction will result in years of severe disruption	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
8	Consultation	Questions whether the scheme will consider the opinions and issues raised in the consultation responses received	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
9	Economics	Considers the proposals for a new connection to provide access for Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm a waste of money and over the top	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
10	Economics	Objection to the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as it is considered that this would be a waste of money.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
11	Economics	Suggest that the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm need to have simple access to the new road and that a new slip road would be more cost effective than expensive new junctions.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
12	Economics	Consider that the scheme is too costly and that the measures taken should not just be for the sake of the economy.	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

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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	Engineering design	Requests the new road follows the line of the new A358 until the current access to the Scout Camp and Somerset Progressive School.	Access to Somerset progressive school and Nightingale Farm Units is provided via the proposed Scout Camp Link. This provides direct access to the A358 via the all-movement Mattock's Tree Green Junction. Access to the A358 via the existing junction with Huish Woods Lane would not be permitted.	N/A
14	Engineering design	Suggests that it is excessive to add an extra road unless it could link to a parallel road that picks up local traffic from Staple Fitzpaine and Curland. Suggests the road is not needed if a bridge from Hatch Beauchamp turning could be installed instead.	As a result of feedback from the 2021 statutory consultation, National Highways are proposing that the access to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units be extended to form a link road between West Hatch lane and the proposed Mattock's Tree Green junction. This means that the link road provides better access to the proposed Mattock's Tree Green junction to villages like West Hatch.	Yes
15	Engineering design	Considers the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm to be excessive cost to create a new junction. Suggests access from the existing A358 would be suitable given the low traffic needing to access the area	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. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes
16	Engineering design	Requests the installation of slip roads at local junctions as considers this will be cheaper, less damaging to the environment and improve ease of access for local traffic to the A358	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. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes
17	Engineering design	Requests the road be dualled beyond Mattock's Tree Green with the provision of slip road access east and west from a Village Road slip road and bridge access to West hatch. Considers this will also provide access to the progressive school and removes the need for additional land take	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. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes
18	Engineering design	Requests a slip road onto the dual carriageway to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite, and local businesses at Nightingale Farm	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. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes
19	Engineering design	Requests a T junction to serve the Somerset Progressive School and scout camp rather than the proposed roundabout	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.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	
20	Engineering design	Suggests the junction could instead be formed with two overbridges creating a high level roundabout above the new road with junctions formed on either side. Suggests the necessary cutting could be accommodated between retaining walls greatly reducing the land take. Suggests the link road to the Somerset Progressive School, Business Units, and Scout Camp could be replaced by an over or under bridge from Village Road on the opposite side. Suggests the connection to Ash would be improved if a new over or under bridge crossing the new A358 was provided. Considers these proposals would help to discourage the additional 1,610 vehicles on this road.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. Feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction. National Highways now proposes a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties. This increases the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.	Yes
21	Engineering design	States that there is no need for a second roundabout at Mattock's Tree Green Junction to only access the scout camp and few farms	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The western roundabout at Mattock's Tree Green supports all of the traffic moving to and from the A358 northbound slip roads and not just for access to the scout camp and existing farms.	N/A
22	Engineering design	Considers the southerly roundabout in the proposals over-engineered for the likely traffic the road will carry. Suggests a simpler road junction would suffice.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. The western roundabout at Mattock's Tree Green supports all of the traffic moving to and from the A358 northbound slip roads.	No
23	Engineering design	Support of the Joint Parishes proposals for the Somerset Progressive School connection	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
24	Engineering design	Supports the proposal for the new connection to provide access for the Huish Woods Scout Campsite, Somerset Progressive School and local businesses at Nightingale Farm.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
25	Engineering design	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers access is needed for these locations.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
26	Engineering design	Considers proposals sufficient for access purposes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
27	Engineering design	Supports proposals for a new access connection for local businesses and considers designs appropriate.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
28	Engineering design	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as it is considered that there has to be a substitute for the road junctions that are closed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
29	Engineering design	Supports proposals for new access connection at Nightingale farm as remove small junctions.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
30	Engineering design	Supports proposals as considers upgrading access with a new road essential.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
31	Engineering design	Supports proposals for new access road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
32	Engineering design	Supports proposal to improve access to the scout camp as notes the existing junction is difficult to use, especially when having to cross two lanes of traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
33	Engineering design	Supports the proposals for a new 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	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
34	Engineering design	Supports that changes do need to be made to access businesses but questions the extent of change needed.	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
35	Engineering design	Requests that a cycle path is included in proposals.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and horse-riders who use the route. The scheme seeks to provide an offline cycle route that would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. It would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.	Yes
36	Engineering design	Requests the new road follows the line of the new A358 until the current access to the Scout Camp and Somerset Progressive School.	Access to Somerset progressive school and Nightingale Farm Units is provided via the proposed Scout Camp Link. This provides direct access to the A358 via the all-movement Mattock's Tree Green Junction. Access to the A358 via the existing junction with Huish Woods Lane would not be permitted.	N/A
37	Engineering design	Objects to dualling of the road and the new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	No
38	Engineering design	Objection to proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Considers that the A358 down from Mattock's Tree Green towards Ilminster does not require dualling and does not require the diversion of the current direct access roads.	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
39	Engineering design	Objects to proposals as considers there no need to alter the road at this location due to the issues lying at either end of the A358.	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
40	Engineering design	Disagrees with the proposals for a new connection to provide access for the Huish Woods Scout Campsite as considers an asphalt road and rain reservoir beside the campsite is not needed	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
41	Engineering design	Considers access proposals unnecessary without the adjacent section of the new road.	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	Yes
42	Engineering design	Concerned about the amount of land used and work to deliver a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm.	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	Yes
43	Engineering design	Objects to proposals for a connection to Somerset Progressive School as there is no need to take so much land for the connection	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	Yes
44	Engineering design	Disagrees with the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers the existing A358 is adequate	National Highways propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
45	Engineering design	Suggests that although logical, the access road appears excessive for the few buildings it serves.	The access road is a single carriageway with a proposed width of 6m and this is considered to be appropriate for its intended use. The width of new, or realigned, local roads has been agreed with Somerset Council as the local highway authority.	No
46	Engineering design	Considers the proposals unnecessary and suggests that if the road was dual carriageway slip roads would be all that are required.	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. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	Yes
47	Engineering design	Considers the proposals to provide a new road connection excessive.	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. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The proposed Mattock's Tree Green junction is optimally located to provide connections between the A358, A378 and the wider local road network. National Highways therefore propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	
48	Engineering design	Considers the proposals excessive.	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. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The proposed Mattock's Tree Green junction is optimally located to provide connections between the A358, A378 and the wider local road network. National Highways therefore propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	Yes
49	Engineering design	Objects to proposals as considers there to be excessive tarmacking.	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. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The proposed Mattock's Tree Green junction is optimally located to provide connections between the A358,	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			A378 and the wider local road network. National Highways therefore propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations.	
50	Engineering design	Considers the size of the roundabout to connect the Henlade bypass slip and Ash Road to Somerset Progressive School is too big, requests a more sympathetic design for this roundabout and the assessment of any local routes	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes
51	Engineering design	Concerned proposals will involve taking a large amount of agricultural green land. Suggests a better option would be to build a bridge to link with the Mattock's Tree Roundabout.	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. A bridge across the A358 is provided as part of the Mattock's Tree Green junction.	Yes
52	Engineering design	Concerned the proposals add complexity to an already over-engineered junction with an excessive land take. Appreciates however, that Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm access is essential.	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. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The proposed Mattock's Tree Green junction is optimally located to provide connections between the A358, A378 and the wider local road network. National Highways therefore propose a connection linking Mattock's Tree Green junction to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. This is needed to connect to the A358 and to access Taunton and Ilminster among other locations. 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
53	Engineering design	Requests the new road follows the line of the new A358 until the current access to the Scout Camp and Somerset Progressive School.	Access to Somerset progressive school and Nightingale Farm Units is provided via the proposed Scout Camp Link. This provides direct access to the A358 via the all-movement Mattock's Tree Green Junction. Access to the A358 via the existing junction with Huish Woods Lane would not be permitted.	No
54	Engineering design	Suggests a better option to maintain access to the properties and scout camp would be; providing an under or over bridge from Village Road where it meets the new connections with Mattock's Tree Green or the new road should follow the line of the new A358 until it reaches the current access to the scout camp and school.	The provision of an overbridge at this location from Village Road is not considered feasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide a link to the Scout Camp and local businesses from the proposed Mattock's Tree Green junction.	No
55	Engineering design	Disagrees with the proposed connection to provide access for the Somerset Progressive School, the Scout Campsite and Nightingale Farm. Requests	The provision of an overbridge at this location from Village Road is not considered feasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		the provision of an under or over bridge from Village Road where it meets the new connection with Mattock's Tree Green Junction to access the properties and the Scout Campsite.	environmental impact. It is considered more efficient to provide a link to the Scout Camp and local businesses from the proposed Mattock's Tree Green junction.	
56	Engineering design	Considers the current access point to the current A358 is safe, reliable and should be maintained. Considers there should be no improvements to the current A358 beyond the Mattock's Tree Green junction towards Ilminster	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
57	Engineering design	Considers Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm would need to be accessed via a bridge or a tunnel from the hatch side road. Highlights that cost should be a driving factor for this design.	The provision of an overbridge at this location from Village Road is not considered feasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide a link to the Scout Camp and local businesses from the proposed Mattock's Tree Green junction.	Yes
58	Engineering design	Requests a longer run up to the Huish Woods turning as considers this would be a safer option that what is currently proposed.	The scheme design has been developed taking into account the requirements of the Design Manual for Roads and Bridges (DMRB) as well as Somerset Council requirements for local roads. The design has also been subject to a Road Safety Audit. As such the new connection is considered an acceptable link in terms of safety of all road users.	No
59	Environment	Requests the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm are provided with limited environmental impact	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on businesses, local people and communities. 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.	Yes
60	Environment	Concerned the scheme will have a detrimental impact on the ancient woodland at Huish Wood.	Potential impacts on the ancient woodland at Huish Wood have been considered within Chapter 8 Biodiversity of the Environmental Statement (Document Reference 6.2). There would be no direct impacts on the ancient woodland at Huish Wood and the assessment has concluded that any indirect impacts from increased nitrogen deposition from the scheme would result in a neutral (not significant) effect on Huish Wood. Therefore, the scheme would not have a detrimental impact on the ancient woodland at Huish Wood.	No
61	Environment	Objects to the proposals for a new connection to provide access for the Somerset progressive school, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers these proposals to contribute to the invasive alterations to existing properties and communities which results in the loss of green land, trees and farming land.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on businesses, local people and communities. 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 proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	
62	Environment	Concerned that the scout campsite and progressive school will suffer the pollution, poor air quality, noise and blight of the scheme	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). Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
63	Environment	States that this connection causes unnecessary damage	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
64	Environment	Objects to proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as considers it unnecessary to destroy countryside and wildlife. Concern that wildlife is disappearing rapidly and considers it more important for school children to have access to wildlife protected for the future. Concern that the loss of trees directly affects CO2 levels.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). National Highways note the concern over the potential for the scheme to impact natural habitats. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). We note your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60 year period and compared emissions against the United Kingdom 4th Carbon Budget (construction emissions) and the 5th and 6th Carbon budgets (for operation).	No

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			In all cases the emissions calculated demonstrated no impact on the ability of the United Kingdom Government to meet these carbon budgets, and no significant effect on climate.	
65	Landscape and visual impacts	Concerned the bridges are excessive and the proposals will involve large amounts of earth moving.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. The 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).	N/A
66	Landscape and visual impacts	Comments that the proposed road involves excessive land take and severs arable land which would compromise the land on either side of the road.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	N/A
67	Landscape and visual impacts	Comments that the proposed road involves excessive land take and severs arable land which would compromise the land on either side of the road.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
68	Landscape and visual impacts	Considers the proposed new access road for new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm involves excessive land take and severs arable land resulting in the land either side becoming severely compromised	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	N/A
69	Landscape and visual impacts	Notes the reason the scout camp is situated in this area is because it is rural and suggests that on the completion of the scheme it will no longer be a rural area.	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
70	Landscape and visual impacts	Comments that the proposed road involves excessive land take and severs arable land which would compromise the land on either side of the road.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement	No

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
71	Landscape and visual impacts	Concerns surrounding the amount of land being taken for the scheme.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	N/A
72	Landscape and visual impacts	Disagrees with the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers the proposals are a needless land grab which isolates agricultural land.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
73	Landscape and visual impacts	Considers the scheme over-engineered with a excessive footprint.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return	No

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
74	Landscape and visual impacts	Concerned proposals will create light pollution and potentially decrease purpose of Huish Woods Scout campsite as a learning environment.	Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
75	Landscape and visual impacts	Concerned the light pollution will not only affect residents but also wildlife.	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
76	Population and human health: business and tourism	Notes building an expressway next to a campsite will be detrimental to business.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The 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. 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

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
77	Population and human health: community impacts	Considers National Highways is dismissing local needs and priorities as while the proposal may provide access to Campsite, School and Farm units, considers the quiet and quality of life for those who use this area will be diminished.	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
78	Population and human health: community impacts	Supports the proposals for a new connection to provide access for the Somerset Progressive School, Huish Woods Scout Campsite and local businesses at Nightingale Farm.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
79	Population and human health: community impacts	Supports proposals as they improve connectivity for the local community.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
80	Population and human health: community impacts	Supports the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers people and businesses will benefit	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
81	Population and human health: community impacts	Highlights the need to consider local organisations and residents when planning the scheme. Concerned this is lost further along the route where communities either side of the road have been severed and will have increased detours and journey times.	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
82	Principle of development	States that scheme encourages car use when public transport should be encouraged.	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
83	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	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 route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. 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).	No
84	Principle of development	Objects to the scheme and states there is a lot of evidence to suggests why the scheme should not go ahead	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
85	Principle of development	Objects to all proposals as considers the whole concept flawed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
86	Principle of development	Suggests the road should be left in its current state and therefore the proposals for new access connections would not be needed. Considers the scheme a waste of public money.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
87	Principle of development	Suggests the proposals are not needed as few people visit the area. Concerns the cost of design is not justified by the purpose.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
88	Principle of development	Objects to any further development of the A358 as considers there is no need.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
89	Principle of development	Questions why the new connection is necessary, states that its too much	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
90	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
91	Principle of development	Supports the new connection to provide access for the Somerset Progressive school, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as considers it is better than the current situation.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
92	Principle of development	Comment that it would not be possible to access local businesses and education facilities without the new connection.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
93	Principle of development	Reflects the community of local parishes response in supporting the Village Road to Mattock's Tree Green link.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
94	Principle of development	Supports proposals for a new access connection for local businesses as recommended by the community of parish councils and agreed by NH.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
95	Principle of development	Supports proposals as considers them needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
96	Safety and road accidents	Objects to proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as it is considered unnecessary to dual this	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		section of the road. Suggests what is needed is improved road design to allow safer access and exit.	junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer. The new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units would be a standard two lane road, not a dual carriageway.	
97	Safety and road accidents	Supports the proposals for a new connection to provide access for the Huish Woods Scout Campsite and it will be safer for those attending the scout camp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
98	Safety and road accidents	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Highlights that safety for local traffic and cyclists takes priority over passing through traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
99	Safety and road accidents	Considers the proposals would be safer than current situation.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
100	Safety and road accidents	Suggests access proposals are the best way forward from a safety perspective.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
101	Safety and road accidents	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as it is considered that this would make access to these sites easier and safer.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
102	Safety and road accidents	Support for proposals or a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as it is considered that at present this junction is dangerous.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
103	Safety and road accidents	Supports the proposal for a new connection to provide access for the Huish Woods Scout Camp as it would improve safety for people going to the scout camp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
104	Safety and road accidents	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as this is considered to be safer as used on a regular basis.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
105	Safety and road accidents	Supports new connection to Somerset Progressive School as considers that it provides much safer access to Huish Woods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
106	Safety and road accidents	Support for the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers there is a need for safer alternative access	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	No
107	Safety and road accidents	Supports proposals for a new connection to Somerset Progressive School as it improves road safety	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	
108	Safety and road accidents	Disagrees with the proposals for a new connection to provide access for the Huish Woods Scout Campsite as considers the proposed roundabout nearby could prevent crossing of the road due to safety reasons	The southern dumbbell roundabout at Mattock's Tree Green junction would include appropriate road crossings on each arm. A footway would be provided on one side of the Scout Camp link catering for staff and visitors the Huish Woods campsite and Somerset Progressive School.	N/A
109	Traffic, access and modelling	Considers access to the local environment is needed particularly for WCH. Suggests the addition of a lane to connect with the Mattock's Tree Hill roundabout/junction, rather than being dependent on creation of a expressway.	After feedback from the 2021 statutory consultation, National Highways reviewed the design for the scheme and proposed that the access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units be extended to West Hatch Lane and connected directly to the western Mattock's Tree Green 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.	N/A
110	Traffic, access and modelling	Notes local businesses will need to be provided access if the dual carriageway is built.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
111	Traffic, access and modelling	Considers proposals for a new access connection to local businesses necessary.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
112	Traffic, access and modelling	Disagrees with the proposals for a new connection to provide access for the Huish Woods Scout Campsite as considers the existing access needs to be retained.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
113	Traffic, access and modelling	Considers the current A358 provides good access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
114	Traffic, access and modelling	Supports proposals as considers school access avoiding narrow lanes a good idea.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
115	Traffic, access and modelling	Considers the proposals not necessary given the lack of vehicular access required.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
116	Traffic, access and modelling	Considers proposals for a new connection to the school, campsite and Nightingale Farm a necessary link.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
117	Traffic, access and modelling	Supports proposals as considers easy access on suitable roads a necessity. Concern the proposal was only implemented following pressure from parish councils and suggests the original plan emphasised lack of consideration for community access.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
118	Traffic, access and modelling	Considers access onto the new A358 necessary for accessing local businesses.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
119	Traffic, access and modelling	Concerned the proposals will make the journeys from small villages to the main road longer by removing the small exists from this area.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
120	Traffic, access and modelling	Considers if the scheme is dualled then a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm would be vital	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
121	Traffic, access and modelling	Objects to the proposals to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers this access is already present from the current A358	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
122	Traffic, access and modelling	Considers NH is devastating the scout camp's charm, usability and access, blighting the surrounding area with an unnecessary road development project.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
123	Traffic, access and modelling	Objects to proposals as considers current access unproblematic and considers turning into or out of the road trouble-free. Notes the road is single track so the bridge to a single track road is not a solution.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
124	Traffic, access and modelling	Objects to proposals for a new access connection for local businesses as considers it not necessary.	As part of the scheme the existing junction onto the A358 adjacent to Somerset Progressive School has to be closed, because a junction of this form onto the dual carriageway would not be permitted under design standards. Alternative access to these properties is therefore required via the Mattock's Tree Green junction. Without this new connection from the Mattock's Tree Green junction the alternative route would be around 2.5 miles (4 kilometres) longer.	No
125	Traffic, access and modelling	Disagrees with the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers a sliproad from the A358 northbound would suffice	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
126	Traffic, access and modelling	Recognises retaining access is important and requests a slip road from the A358 to provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and Nightingale farm to reduce land take	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
127	Traffic, access and modelling	Requests a slip road from the A358 northbound instead of new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
128	Traffic, access and modelling	Reiterates the West Hatch parish council response to question 2b.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
129	Traffic, access and modelling	Considers proposals a good idea and notes they could link the businesses at Ashe Farm to the new road so long as they are not linked to Ash Road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
130	Traffic, access and modelling	Supports proposals as considers the access links necessary for local business and community groups.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
131	Traffic, access and modelling	Supports proposals for a new access connection for Somerset Progressive School, Huish Woods Scout Campsite and Nightingale Farm.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
132	Traffic, access and modelling	Considers the connection will be great for businesses to gain quick access to the M5.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
133	Traffic, access and modelling	States that the connection to Somerset Progressive School is needed as it provides safe access to the school, campsite and Nightingale Farm	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
134	Traffic, access and modelling	Supports proposal as access is essential	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
135	Traffic, access and modelling	Supports proposals as notes importance of not cutting off Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm from access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
136	Traffic, access and modelling	Considers the proposals would improve access during busy period as currently returning to Hatch Beauchamp requires detours via Thornfalcon and Meare Green if traffic is heavy.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
137	Traffic, access and modelling	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as it is considered that these locations will need access and it saves the requirement to construct this link in the future.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
138	Traffic, access and modelling	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as it creates better access to this area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
139	Traffic, access and modelling	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as it is considered that it is currently difficult get in or out of this junction and only from one side of the road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
140	Traffic, access and modelling	Support for proposals for a new connection to Somerset Progressive School, Huish Woods Scout Campsite and Nightingale Farm, as it is considered that access needs to be maintained safely for these places once the dual carriageway is developed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
141	Traffic, access and modelling	Support for connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as the destinations are regularly accessed. Suggest extension of the road to West Hatch Lane to the reduce use of dangerous Griffin Lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
142	Traffic, access and modelling	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Comment that the proposed access should suitable for them as the new road would have major impact on those sites.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
143	Traffic, access and modelling	Supports connection to Somerset Progressive school the Huish Woods Scout Campsite and local businesses at Nightingale Farm, as this is a busy junction and cannot continue to be controlled by traffic lights. States that a new junction will be required to ensure that local traffic can continue to flow properly.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
144	Traffic, access and modelling	Supports proposals as considers access to the school that avoids narrow lanes important.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
145	Traffic, access and modelling	Considers it necessary for Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm to have a safe and easy access to the road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
146	Traffic, access and modelling	Supports the proposals for a new connection to provide access for the Huish Woods Scout Campsite as considers it will provide a safe road access for young people which is important for their future.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
147	Traffic, access and modelling	Support National Highways' acceptance of the Community of Parishes suggestions of providing access to the Progressive School and nearby properties/businesses.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
148	Traffic, access and modelling	Support for proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm. Concern raised that this needs to be a safe access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
149	Traffic, access and modelling	Considers that proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm are probably the easiest solution to give the access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. There have been several personal injury accidents at the existing junction onto the A358 in recent years. The direct access from the A358 to Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units will be closed as part of the scheme and this new connection will provide alternative safe access via the Mattock's Tree Green junction.	Yes
150	Traffic, access and modelling	Concerned the proposals would provide a longer route for traffic from the Ilminster direction.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
151	Traffic, access and modelling	Concerned the proposals will not help traffic flows and will put more traffic onto the backroads. Outlines own journeys to evidence that most journeys are taken via the back roads and the proposals will increase traffic in Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
152	Traffic, access and modelling	Disagrees with the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm as considers these changes will not improve traffic flow unless Southfields roundabout is improved	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. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
153	Traffic, access and modelling	Concerned the junction proposals will cause side road traffic problems. Concerned by the additional 1,190 vehicles using the lane from Ash Road that connects to Thurlbear Lane and Higher West Hatch Lane. Notes this section of road as no visibility and is single width which will cause large traffic problems and any increase in vehicles is unacceptable. Concerned the solution to finding a connection to the south side of Taunton with its facilities and employment areas is yet to have been considered. Notes that daily commuters to south Taunton will not use the A358, M5 roundabout and Toneway to reach their destination.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
154	Traffic, access and modelling	Objects to the proposals for a new connection to provide access for the Somerset Progressive School, the Huish Woods Scout Campsite and Nightingale farm as considers the existing road does not need upgrading as there is little congestion.	The South West's economy is under-performing compared to the rest of the United Kingdom. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	
155	Traffic, access and modelling	Suggests that proposals needs to include Ash Road being kept open.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Feedback during the 2021 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road link to discourage the use of Ash Road as an alternative route between the A358 and Taunton. The traffic modelling of the proposed scheme suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031). The current design of the proposed scheme does not allow traffic direct access from either the existing A358 or the new A358 to Greenway Lane – it will be closed to through traffic and only accessible via Stoke Road. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

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 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	Concerned local villages will become pollution by the increase in traffic volumes.	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
2	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	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.	N/A
3	Alternatives to the scheme	Objects to the scheme as disagrees with private car usage and considers focus should be had on public transport and active travel	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
4	Alternatives to the scheme	Suggests that improving public transport options, which are considered to be nearly non existent currently, and safe cycling routes are needed to help reduce traffic levels. Highlights that these are much more environmentally friendly options than building a new road.	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
5	Alternatives to the scheme	Objects to the scheme as considers no alternatives to the scheme, besides roadbuilding, have been considered	Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	N/A
6	Climate	Concerned the scheme would increase carbon emissions, which is unacceptable in a climate emergency and highlights we must reduce emissions by 68% by 2030 under the Paris agreement. Highlights that the climate chapter of the PEIR states carbon emissions would increase.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate	No

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)
			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.	
7	Climate	Objects to the proposals for a new connection linking Village Road to Mattock's Tree Green junction. 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
8	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	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	No

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 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)
			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.	
9	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 demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
10	Climate	Considers every new road proposal should be evaluated against the UK's net zero plans.	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
11	Consultation	Considers the consultation period of 6 weeks too rushed given the size and complexity of the scheme.	National Highways has adhered to the Planning Act 2008 and Government guidance in the development and delivery of statutory consultation. Notwithstanding the non-statutory engagement and pre-consultation warm up activities set out in Chapter 2 and 6 of the Consultation Report (Document Reference 5.1), the	N/A

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 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)
			2021 statutory consultation period lasted 41 days, which exceeds the minimum 28 days requirement for Nationally Significant Infrastructure Projects. This provided adequate time for people to prepare for and respond to the consultation.	
12	Economics	Concern the scheme is too costly given the current financial climate	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
13	Engineering design	Objects to the proposals for a new connection linking village road to the Mattock's Tree Green junction as considers the existing access to the A378 via Oldway Lane and Meare Lane is sufficient	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. This is also considered to be a more appropriate route than via Oldway Lane and Meare Lane and would reduce local journey times.	N/A
14	Engineering design	Requests the road be dualled beyond Mattock's Tree Green with the provision of slip road access east and west from a Village Road slip road and bridge access to West hatch. Considers this will also provide access to the progressive school and removes the need for additional land take	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
15	Engineering design	Considers the proposals excessive as the existing road from hatch Beauchamp to the A358 has always provided sufficient access. Suggests slip roads and a bridge would suffice. Supports the proposals should all current plans go ahead as connections between local parishes is vital.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
16	Engineering design	Suggests that there should be dualling the whole of the currentA358, with accessible slipways for local users, as this would be a far more appropriate development by increasing access between the M5 and A303, without causing so much damage to the environment, and maintaining accessibility for the local people.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate	Yes

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 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)
			junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
17	Engineering design	Suggests that current access to A358 can be maintained after dualling by using slip-roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
18	Engineering design	Considers the amount of concrete and tarmac in the proposals for linking parallel roads excessive. Suggests a simpler proposal would be a bridge in the West Hatch Lane area with a slip road onto the A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
19	Engineering design	Questions the junction design proposals for Mattock's Tree Green.	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.	No
20	Engineering design	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers these proposals will not be needed if the scheme does not go ahead	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	No
21	Engineering design	Considers the proposals a safe and sensible solution for the residents of Hatch Beauchamp and surrounding areas.	National Highways acknowledge the support for the scheme proposals.	No
22	Engineering design	Suggests that rather than a T junction it would be better to take the Hatch Beauchamp Road to meet the roundabout and increase the size of the roundabout to accommodate an extra join.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
23	Engineering design	Support of the Joint Parishes proposals for Village Road and Mattock's Tree Green Junction connection	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
24	Engineering design	Considers the proposals not necessary and suggests the A358 is left at it is beyond Mattock's Tree Green junction towards Ilminster.	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	Yes

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 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)
			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.	
25	Engineering design	Supports proposals as considers the alternative Meare Green road suggestion inappropriate.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
26	Engineering design	Supports proposals for village road as it will allow the existing junction to be closed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
27	Engineering design	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered this is much needed and would remove the current need to join the A358 at a busy and non-controlled access point.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
28	Engineering design	Considers the connection needed and notes trust in expertise to take a view on precise design.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
29	Engineering design	Supports proposals for a new connection linking Mattock's Tree Green junction to provide access to Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
30	Engineering design	Considers proposals for a new connection linking Village Road to Mattock's Tree Green junction ok.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
31	Engineering design	Supports the proposals as will encourage heavy good vehicles to avoid the convoluted and narrow junctions of Meare Green.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
32	Engineering design	Considers the proposals a logical decision.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
33	Engineering design	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp and considers this to be a good approach for local connections.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
34	Engineering design	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
35	Engineering design	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that otherwise it is an unnecessary detour for Hatch Beauchamp residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
36	Engineering design	Support for the proposals to connect linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp only if the proposed scheme is approved.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
37	Engineering design	Support for the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Considers the proposal for Mattock's Tree Green junction to be complicated.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
38	Engineering design	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers that it would ensure route continuity.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
39	Engineering design	Supports proposals for a new connection linking Village Road to Mattock's Tree Green as suggested by the community of local parishes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
40	Engineering design	Supports proposals for a new connection linking village road to Mattock's Tree Green junction as seem logical.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
41	Engineering design	Supports proposals and suggests it is important to upgrade the road at Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
42	Engineering design	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp even if there is provision of a on/ off slip road	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
43	Engineering design	Agree that the Village Road link must be maintained but as per response to Q2a, suggests this needs to join the Village Road to the new junction roundabout directly and not have a T junction. Highlights that the A378 is	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design	Yes

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 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)
		very busy and cars would have to turn across busy traffic to get onto this road.	development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	
44	Engineering design	Supports proposals as need to ensure route is kept for cycling.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
45	Engineering design	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered this is logical. Queries whether the old A358 alignment is retained for this purpose.	The old A358 alignment is retained in this location for this purpose.	No
46	Engineering design	Suggests the Northern end of the link road would be improved if instead connected to Mattock's Green Junction.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
47	Engineering design	Objects to proposals for a new connection linking Village Road to Mattock's Tree Green junction as considers it would be worse than the current situation for local people.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
48	Engineering design	Disagrees with the proposed connection as the proposal is a complex junction	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	No
49	Engineering design	Suggests that the connection between Village Road and Mattock's Tree Green Junction should be located on the roundabout.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
50	Engineering design	Considers the proposals to build a 4 lane dual carriageway unnecessary.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
51	Engineering design	Highlights that the scheme is too complicated	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the	No

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 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)
			scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	
52	Engineering design	Suggests the proposals are excessive but is aware local villages need to be connected as possible.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
53	Engineering design	Concern that the design of Mattock's Tree junction including the 2 roundabout uses excessive amounts of land	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.	No
54	Engineering design	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it would not be necessary if the scale of the scheme is reduced	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	No
55	Engineering design	Notes there is nothing wrong with the existing junction but suggests a flyover would help.	The existing A358 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, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. The provision of an overbridge at this location from Village Road is not considered feasible due to a combination of low traffic demand, spatial constraints restricting bridge approaches and associated environmental impact. It is considered more efficient to provide the Village Road link.	No
56	Engineering design	Disagrees with the proposalsfor a new connection linking Village Road to the Mattock's Tree Green junction as considers the existing A358 is adequate	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
57	Engineering design	Objects to the 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	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
58	Engineering design	Objection to the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that this is not required or justified.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
59	Engineering design	Concern the proposals for a new connection lining Village Road to Mattock's Tree Green Junction will demolish the house at the original junction of the A358 and requests the road be moved behind the house	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. Due to the widening of the existing A358 at this location, Bath Cottage requires demolition and it is not possible to move the road behind the house without further impacting other residential properties. The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
60	Engineering design	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers the proposals are too large in scale and states a slip road could be used instead.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
61	Engineering design	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers the proposals are too large in scale	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
62	Engineering design	Object to proposals for Mattock Tree Green junction and suggests what is needed is improved road design to allow safer access and exit.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	Yes

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 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)
63	Engineering design	Objection to the proposals for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Suggestion that this is not required and that a simple two-land road should be provided instead.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
64	Engineering design	Objects to the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers dualling roads needs to be stopped	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
65	Engineering design	Requests a slip road and simple bridge over the A358 to connect Village road directly to the A358, with a similar arrangement at Mattock's Hill	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
66	Engineering design	Disagrees with the proposals for Mattock's Tree Green junction as considers it is complex and uses too much land	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.	No
67	Engineering design	Considers the new connection linking Village Road to the Mattock's Tree Green junction would not be needed if the scheme is not dualled	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
68	Engineering design	Considers the current access point for Village Road is safe, reliable and should be maintained. Considers there should be no improvements to the current A358 beyond the Mattock's Tree Green junction towards Ilminster.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts	Yes

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 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)
			of these junctions. 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.	
69	Engineering design	Notes importance of connecting Village Road northbound but concerned the proposals will lead to excessive road building. Questions if there is a better solution such as a bridge and slip road in the West Hatch Lane area.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
70	Engineering design	Notes that this Junction is excessive and that Hatch Beauchamp can be easily accessed via the existing road, asks whether 2 roundabouts are necessary, and f there is an alternative option	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. Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	No
71	Engineering design	Suggests there is little information on the scale of the proposed road and how it will differ from the existing road.	The whole suite of consultation documents is available at the scheme website: https://nationalhighways.co.uk/our-roads/south-west/a358-taunton-to-southfields/ These include various drawing sets and a flythrough video which are typica and appropriate materials provided at statutory consultations for National Highways schemes. The Development Consent Order application will also include more information on the scheme proposals	No
72	Engineering design	Suggests there is a lack of information on bridge heights in relation to road screening and wildlife.	The whole suite of consultation documents is available at the scheme website: https://nationalhighways.co.uk/our-roads/south-west/a358-taunton-to-southfields/ These include various drawing sets and a flythrough video which are typica and appropriate materials provided at statutory consultations for National Highways schemes. The Development Consent Order application will also include more information on the scheme proposals	No
73	Engineering design	Questions whether the current traffic light controlled point adjacent to Thornfalcon garage be maintained or if the lights are removed, will A378 traffic flow onto proposed Mattock's Tree Green Junction junction roundabout.	The existing signal controlled junction at Thornfalcon at the junction of the A358 and A378 will be removed as part of the scheme. The A378 will connect directly to the eastern roundabout of the Mattock's Tree Green junction	No
74	Environment	Considers the proposals create environmental damage which can be avoided if the upgraded A358 was not an expressway	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	N/A

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 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)
			(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 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).	
75	Environment	Concern that there would be considerable environmental damage and impact to the village	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
76	Environment	Objects to proposals as there will be a huge environmental impact and the proposals will increase noise and light pollution and reduce air quality.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). 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 and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in Nitrogen Dioxide (NO2) concentrations within the AQMA. 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 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	No

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 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)
			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).	
77	Environment	Objects to the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as considers there is too much land take resulting in a negative ecological impact.	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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
78	Environment	Objects to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as considers that it would result in unnecessary destruction of wildlife.	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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
79	Environment	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it will destroy the countryside	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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	Yes

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 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)
			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.	
80	Environment	Concern the proposal for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp creates environmental damage to a greenfield site and is not required.	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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
81	Environment	Disagrees with the proposals for a new connection linking Village Road to Mattock's Tre Green Junction as consider the proposals will create needless environmental damage	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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
82	Environment	Considers the scheme would create environmental damage to greenfield land	National Highways acknowledges concern over environmental damage to greenfield land potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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	No

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 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)
			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.	
83	Environment	Concern the scheme will destroy local habitats, ecosystems and trees whilst creating over 2 million tonnes of carbon	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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. We note your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60 year period and compared emissions against the United Kingdom 4th Carbon Budget (construction emissions) and the 5th and 6th Carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the United Kingdom Government to meet these carbon budgets, and no significant effect on climate.	No
84	Land ownership	Considers engagement with landowners impacted by the Village Road link proposals aggressive and inappropriate. Concerned their protected characteristics have not been accounted for.	National Highways has undertaken statutory and non-statutory consultation with the local community in accordance with the relevant legislation and National Highways best practice. The approach is detailed in the Consultation Report Chapters 4 and 7 (Document Reference 5.1), whilst protected characteristics are considered in the Equality Impact Assessment (Document Reference 7.5). National Highways has also met with affected landowners within the scheme boundary at this location.	N/A
85	Landscape and visual impacts	Supports efforts to keep this stretch of road unlit. Notes there has been little reference to lighting proposals in the plans.	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
86	Landscape and visual impacts	Concerned proposals will reduce the rural landscape. Considers the rural landscape a key contributor to making the area special.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts	No

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 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)
			to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	
87	Landscape and visual impacts	Disagrees with the proposals for Mattock's Tree Green junction as considers it will affect the area with light pollution	Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
88	Noise and vibration	States that the new connection will cause unnecessary noise and disturbance to local residents	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
89	Population and human health: business and tourism	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp, as it is considered that this would create more jobs and mobility to the local community.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. 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
90	Population and human health: community impacts	Objects to the scheme as considers the scheme will sever local communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
91	Population and human health: community impacts	Objects to proposals for a new connection linking Village Road to Mattock's Tree Green junction as it is considered that this small country road would become a cut through and that this would ruin the village. Highlights that this would unfairly impact residents and local business and is unnecessary.	National Highways acknowledges the range of views expressed and those responses received which object to the scheme. By improving congestion and reliability, the scheme aims to reduce rat running through neighbouring communities and make it easier for drivers, walkers and other local road users to get around. National Highways has carried out traffic modelling throughout the development of the scheme to inform its design and to understand its likely effects on traffic. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) submitted with the Development Consent Order application. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health (Document Reference 6.2) submitted with the Development Consent Order application.	No
92	Population and human health:	Concern the scheme will sever 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	No

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
	community impacts		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).	
93	Population and human health: community impacts	Objects to the scheme as consider the scheme will sever ProW	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 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.	No
94	Population and human health: community impacts	Suggests proposals for a new connection between Village Road and Mattock's Tree Green will be of no benefit to Hatch Beauchamp.	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
95	Population and human health: community impacts	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it will help local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
96	Population and human health: community impacts	Support for the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it would keep businesses and residents connected and the village quieter.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
97	Population and human health: community impacts	Supports the proposal for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Beauchamp for residents and local businesses as considers it is good for the community	National Highways acknowledges the range of views expressed, including those received in support of the scheme. The beneficial and adverse effects of the scheme on the local community are reported in Chapter 12 Population and human health of the Environmental Statement (Document Reference 6.2) submitted with the Development Consent Order application.	No
98	Population and human health: community impacts	Considers the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp will be intrusive for the businesses and resident of Hatch Beauchamp and will disrupt the wellbeing of the village.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
99	Population and human health: community impacts	Notes importance of maintaining access and connections to local communities. Notes the need to work with communities to find a solution that does involve upgrading the A358.	As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and	No

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 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)
			education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	
100	Principle of development	Consider the proposal creates needless environmental damage to a greenfield site and is not required. It would encourage a rat-run through Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. The Village Road overbridge is required to link Village Road with the new Mattock's Tree Green junction to provide access to the villages of Hatch Beauchamp and Ashill for residents and local businesses. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage, should the Development Consent Order be granted for the scheme. 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).	N/A
101	Principle of development	Objects to the proposals for a new link road between Village road and Mattock's Tree Green as concerned proposals are unsightly; of little economic benefit to Hatch Beauchamp; will create a rat run and will defeat the original objective of dualling the A358.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and	N/A

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 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)
			determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage, should the Development Consent Order be granted for the scheme.	
102	Principle of development	Considers the proposals not needed as Hatch Beauchamp residents already have access to the A358.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
103	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	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 route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. 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).	No
104	Principle of development	States that this is unnecessary	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
105	Principle of development	Considers the current A358 is not an issue	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
106	Principle of development	Strongly object to the need for the scheme. The existing access to the A378 via Oldway Lane and Meare Lane, and in turn the A358, is sufficient.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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
107	Principle of development	Considers the proposals in section 2 unnecessary.	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.	N/A
108	Principle of development	Objects to the principle of the scheme	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.	N/A
109	Principle of development	States that the benefit of a few minutes saved on journey time does not compensate for the loss of green space	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.	N/A

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 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)
			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.	
110	Principle of development	Objection to the proposed scheme as it is considered that there is no need to upgrade the road. Comments that 'peak car' has probably been reached and that in less than 10 years time, given the climate emergency, expenditure on this scheme will not be worthwhile.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, including alternative modes of transport. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). 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	N/A

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 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)
			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.	
111	Principle of development	Suggests that no change needs to be made to the road.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
112	Principle of development	Supports the proposal 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.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
113	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
114	Principle of development	Reflects the community of local parishes response in supporting the Village Road to Mattock's Tree Green link.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
115	Principle of development	Considers proposals necessary for residents of Hatch Beauchamp to gain access to the M5.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
116	Principle of development	Suggests the scheme is excessive and costly for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	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. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. 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 Environmental Impact Assessment (EIA) applies a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment, in accordance with the Design Manual for Roads and Bridges standards. The methodology, including study areas, for each of the environmental topics considered in the Environmental Statement (Document Reference 6.2) are set in the individual topic chapters, referring to the relevant standards as appropriate.	N/A

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 the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The EIA uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. These methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.	
117	Safety and road accidents	Considers the proposals give insufficient indication of practicalities of how Village Road will be connected with A378, to ensure risk of accidents is not simply displaced from A358 to local routes.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
118	Safety and road accidents	Suggests the need for a safe cycle route across Mattock's Tree Green junction.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
119	Safety and road accidents	Notes that the proposal to link Village Road to Mattock's Tree Green junction is safer than existing exit onto A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
120	Safety and road accidents	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that the existing junction is dangerous.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
121	Safety and road accidents	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction. Comment that local traffic has to be able to safely turn in and out of local lanes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
122	Safety and road accidents	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it will provide a safe route for Hatch Beauchamp residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
123	Safety and road accidents	Supports proposals for a link between Village Road and Mattock's Tree Green Junction as it improves road safety	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
124	Safety and road accidents	Concern the proposals will increase accidents on lanes which are not designed for increased traffic	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. 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.	N/A
125	Safety and road accidents	Supports the proposal as creates a direct road into hatch Beauchamp however suggests speed limit should be put in place to reduce speed entering village road.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report	No

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 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)
			(Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
126	Safety and road accidents	Suggests Village Road needs urgent safety improvements. Notes it is currently dangerous and not appropriate for WCH due to being high speed, narrow, flooded and numerous blind corners.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
127	Traffic, access and modelling	Concern that the T junction proposal will increase traffic volumes into/out of Hatch Beauchamp. Concern there will continue to be a queue of traffic waiting to turn right off the A378 onto the Hatch Beauchamp Road and back up to the roundabout. Currently traffic backs up waiting to turn right into Thornfalcon Fuel Station.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	N/A
128	Traffic, access and modelling	Objects to proposals as concerned the new connection linking Village Road to Mattock's Tree Green is too close to Mattock's Tree Green and will cause congestion.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the two roundabouts that make up the Mattock's Tree Green 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, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
129	Traffic, access and modelling	Objects to proposals for a new connection linking Village Road to the Mattock's Tree Green junction as it is considered that a detour from the local villages to access the primary routes will be disadvantageous. Comments that the new junction of Village Road and A378 presents a traffic hazard with queuing on all roads concerned.	Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing	No

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 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)
			signalised junction. National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the two roundabouts that make up the Mattock's Tree Green 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, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
130	Traffic, access and modelling	Objects to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Concern that this would increase Hatch Beauchamp residents' travel times and would unnecessarily cause congestion. Concern that more traffic through Hatch Beauchamp, on mostly long stretches of narrow, single-file roads, will be damaging to the already poorly constructed roads, which are further endangered by the lack of off-road parking available in the village.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
131	Traffic, access and modelling	Concern the scheme will restrict access through Hatch Beauchamp	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
132	Traffic, access and modelling	Considers the connection of Village Road would not be needed if local junctions were retained and slip roads provided.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
133	Traffic, access and modelling	Considers the proposals create a long way for Curland residents to travel to Hatch Beauchamp as they will have to travel through the village to access Mattock's Tree Green junction.	If Curland residents wish to access Hatch Beauchamp, they can take Staple Fitzpaine Road to the proposed Village Road overbridge and then follow Village Road north to Hatch Beauchamp. This route takes the same amount of journey time as using Bickenhall Lane (without the proposed scheme in place) and removes the requirement to come into conflict with traffic on the A358.	N/A

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 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)
134	Traffic, access and modelling	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as considers the existing access to the A378 via Oldway Lane and Meare Lane is sufficient.	If Village Road were to be closed to traffic, traffic accessing the Hatch Beauchamp area would have to use either Meare Lane or Oldway Lane, both of which are of a lower standard than Village Road. The extension of Village Road to the Mattock's Tree Green junction using the current A358 carriageway has been carried out to allow safe and direct links from the Hatch Beauchamp area to the Mattock's Tree Green junction.	N/A
135	Traffic, access and modelling	States that this new connection road is not necessary or needed. Highlights what is already present is more than enough for access and that this connection is not wanted by local residents	If Village Road were to be closed to traffic, traffic accessing the Hatch Beauchamp area would have to use either Meare Lane or Oldway Lane, both of which are of a lower standard than Village Road. The extension of Village Road to the Mattock's Tree Green junction using the current A358 carriageway has been carried out to allow safe and direct links from the Hatch Beauchamp area to the Mattock's Tree Green junction.	N/A
136	Traffic, access and modelling	Reiterates the West Hatch parish council response to question 2c.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
137	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp, as it this is considered to give more than adequate access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
138	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered important.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
139	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Considers that through this proposal there would be less need to use the rat run via Meare Green.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
140	Traffic, access and modelling	Supports the provision of a new connection linking Mattock's Tree Green junction to Village Road and to Hatch Beauchamp, as it is considered this is vital to limit additional traffic travelling through the village.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
141	Traffic, access and modelling	Supports proposals as considers the new connection necessary to access Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
142	Traffic, access and modelling	Considers the proposals essential in providing access for Hatch Beauchamp to the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
143	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it will allow local people to easily access the A358	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
144	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it maintains good local connectivity	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
145	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers access to Hatch Beauchamp will improve which will benefits local businesses	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
146	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction and considers this the best solution for local access onto the new and existing roads.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
147	Traffic, access and modelling	Supports proposals for Village Road and Mattock's Tree Green Junction connection as it would provide safe access to Hatch Beauchamp	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
148	Traffic, access and modelling	Supports Village Road connection to Mattock's Tree Green Junction as it will be a vital access road	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
149	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as consider local businesses and residents need an access which is simple and easy to navigate	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
150	Traffic, access and modelling	Support the need for a connection to Mattock's Tree Green junction given the proposal sees local Taunton-bound traffic diverted through Hatch Beauchamp village. Considers this link to Mattock's Tre Hill preferable to previous options of no access or using Meare Green.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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 the National Highways response