

A358

# Taunton to Southfields Dualling Scheme

Supplementary consultation booklet  
24 May to 26 June 2022







## About this booklet

Thank you for taking an interest in this supplementary consultation on the A358 Taunton to Southfields Dualling Scheme. We're looking to improve approximately 8.5 miles (13.6 km) of road to high-quality and high-performing dual carriageway. This would make journeys safer, quicker and more reliable for the wide variety of people who use the road.


We've made some changes to the preliminary design since our public consultation in autumn 2021. We want to know your thoughts on these changes before we submit our planning application to the Planning Inspectorate.


This supplementary consultation runs from **Tuesday 24 May to Sunday 26 June 2022**. It's important that you respond by **23:59 on Sunday 26 June 2022** as responses received after the consultation closes may not be considered.


## Get involved


There are lots of ways you can tell us what you think.

You can:

 visit our website where you can find a link to our virtual exhibition room, details of events and webinars, view all of the consultation documents and provide feedback online at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

 email us at: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) to request hard copies of the consultation materials, book an appointment to speak to a specialist and to send us your feedback.

 phone us on 0300 123 5000 to request hard copies of the consultation documents or book an appointment to speak to a member of the project team.

 send us your feedback by post to FREEPOST A358 TAUNTON TO SOUTHFIELDS  
Note: the address must be written in capital letters and you do not need a stamp.

See page 30 of this booklet for more details on how you can get involved in this consultation.



## National Highways - investing in your roads

The A358 Taunton to Southfields Dualling Scheme is one of several road improvements designed to make it easier to travel across the south of England from the M3 to the M5 and beyond.

The South West's economy is under-performing compared to the rest of the UK. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help improve the South West's connections to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.

We are proposing to upgrade approximately 8.5 miles (13.6 km) of the A358 between the M5 at Taunton and the Southfields roundabout on the A303 to a high-quality and high-performing dual carriageway. The route would connect junction 25 of the M5 at Taunton with the existing A303 at Southfields roundabout near Ilminster.

## The project

### Improving safety, delivering reliable journeys and keeping communities connected

The A358 provides an essential route for people who live and work in the area and connects people to local centres and towns such as Taunton and Ilminster. It is also a key strategic route, linking people to the wider region using the M5 north to Bristol and south to Devon and Cornwall, and linking the south-west with London and the south-east region.

The A358 between Taunton and Southfields roundabout is mostly single carriageway and traffic regularly exceeds the capacity that the existing road was designed for. Many current road users on the A358 divert onto smaller local roads, which then increases the level of traffic in surrounding villages. This leads to congestion, especially through Henlade, where local air quality is affected by emissions from the high volume of slow-moving vehicles that pass through the village. Our proposals for a high-quality, high-performing dual carriageway would encourage traffic to stay on the new A358 route and reduce traffic using some of the local road network.



Further details on the A303/A358 corridor can be found at: [www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/](http://www.nationalhighways.co.uk/our-work/a-corridor-of-improvements-upgrading-the-a303-a358-and-the-a30/)

Many local roads and private accesses join directly with the current A358, which interrupts the flow of traffic and has the potential to create incidents. By removing these, the potential for incidents is reduced.

We are also mindful of the rural nature of the area and understand the complexity of local traffic needing to access a strategic route. We are applying a set of standards that would permit local traffic and agricultural traffic to join the strategic network in the safest possible way.

The A358 is currently maintained by the local highway authority, Somerset County Council. If the upgrade goes ahead this section would become part of the strategic road network, which is the collection of motorways and some A-roads that are maintained by National Highways. This change from a local to a strategic route is unprecedented. We are working with Somerset County Council in the development of our preliminary design to ensure the changes work for local communities as well as strategic road users.

Predicted population and employment growth means that current problems with congestion will get worse if the A358 is not upgraded. By creating a high-quality, high-performing dual carriageway with improved junctions and safer access onto the existing A358, we're aiming to improve road safety, reduce traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.

### Developing proposals

Since announcing our preferred route in 2019 we have been working to refine the preliminary design for the new road and have carried out extensive engagement and consultation. We've been carefully considering more than 900 responses we received to our recent public consultation, which was held between 12 October and 22 November 2021 and have carried out further surveys, traffic impact and environmental assessments.

We'd like to thank everyone who took part in our public consultation in 2021. We heard from hundreds of local residents as well as local authorities, parish councils, environmental bodies, businesses and community groups. Your feedback has provided valuable insight and has been essential in helping us to refine our proposals with local people and communities in mind. We are now consulting on some of these changes.

You can find out more about the 2021 consultation in our *Public consultation summary report*. An overview of the feedback received and our response at this stage is available in our booklet *Responding to feedback from 2021 public consultation*. Both documents are available via our website at [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)

The upgraded A358 would improve safety, create opportunities, keep people connected, future-proof the route and facilitate a growth in jobs, investment and housing.



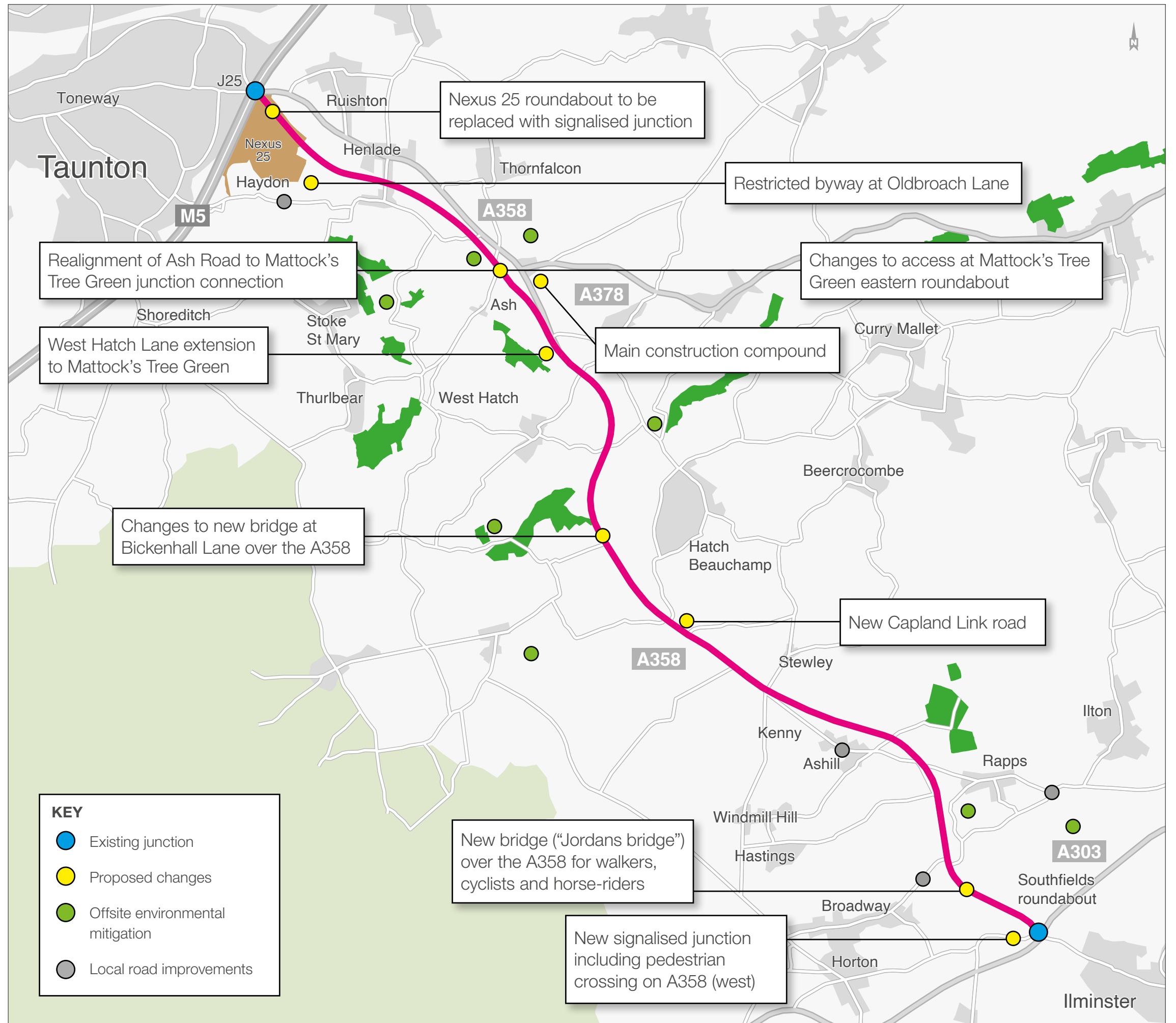
## What we are consulting on

We want to hear your thoughts on the suggested changes we've made since our last public consultation. Your feedback to this supplementary consultation will help us to continue to develop the preliminary design. These changes relate to the following broad categories and are described in this booklet:

- Transport, traffic flows and access
- Walking, cycling, horse-riding and disabled user access
- Environmental mitigation
- Location of main construction compound

We've also made some smaller changes along the route. All design changes we've made since the 2021 public consultation are set out in our *Summary of changes booklet*. These smaller changes are not the focus of the consultation, but you can comment on them if you wish to.

If you submitted a response to our 2021 public consultation you do not need to resubmit your feedback as part of this consultation, unless you have something new to add to it, in light of the new information that's being shared.

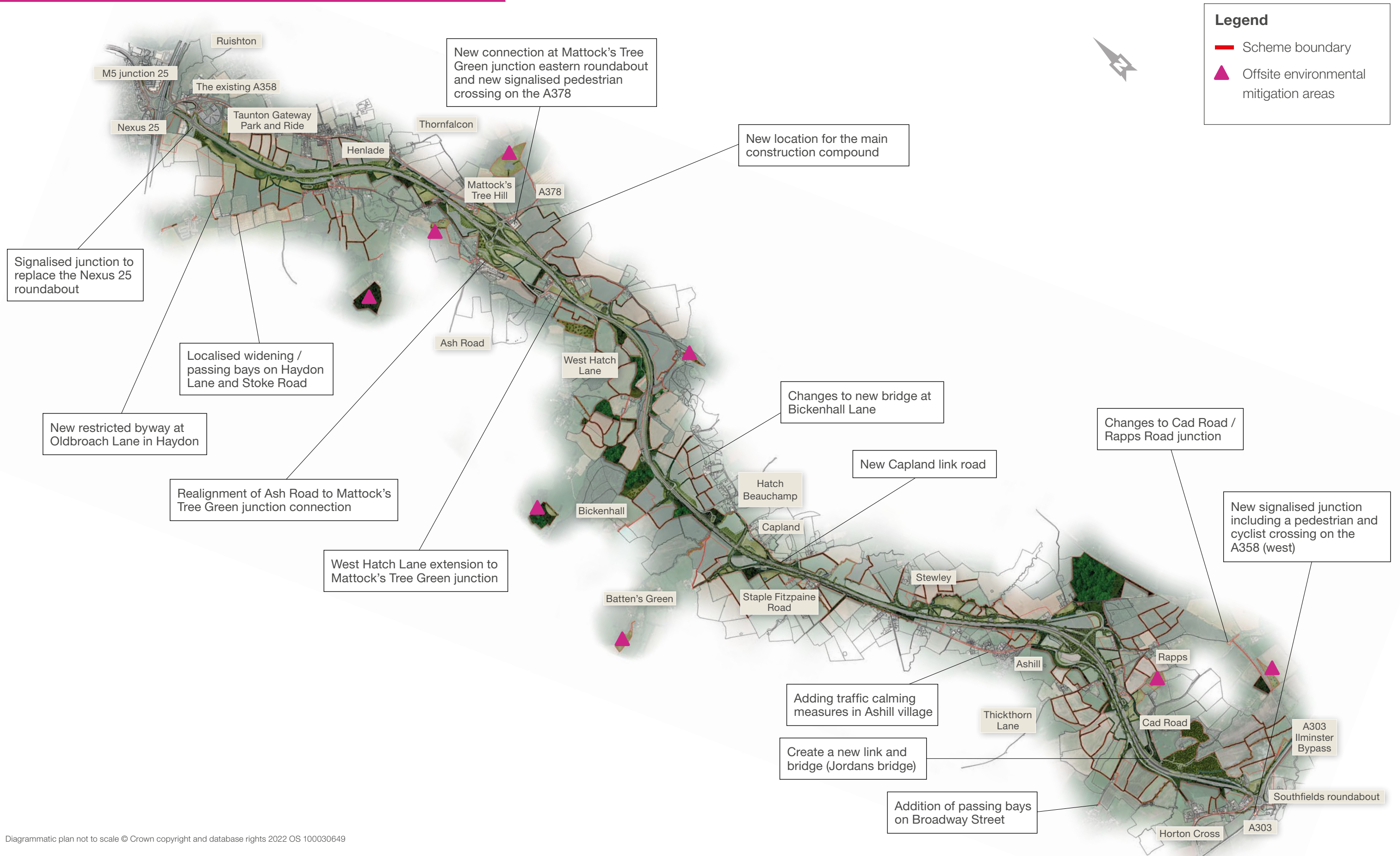


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# Our revised proposals

This map summarises some of the improvements we've made since public consultation in 2021



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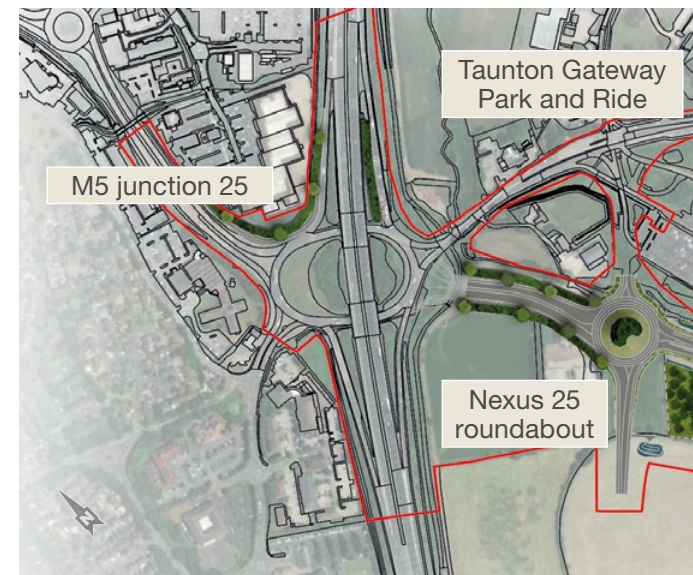
# Transport, traffic flows and access

## Signalised junction to replace the Nexus 25 roundabout

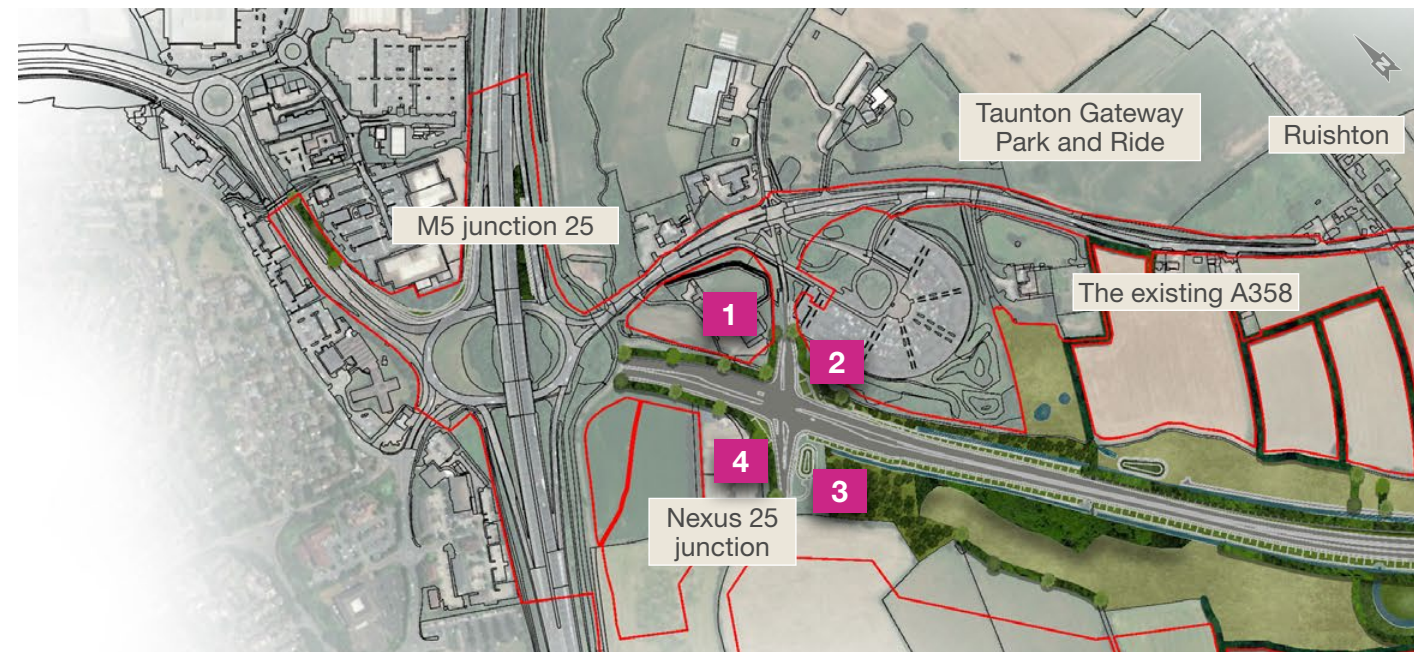
We previously proposed enlarging the Nexus 25 roundabout – the existing roundabout junction that will connect to the future Nexus 25 employment site, located south of the Taunton Gateway Park and Ride.

Following further traffic modelling and design development, we propose to replace the existing Nexus 25 roundabout with a signalised junction. This design change would better accommodate a crossing of the A358 for walkers, cyclists, horse-riders and disabled users. The proposed signalised crossing would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout.

2021 public consultation proposal



### Proposed change at Nexus 25



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### This new signalised junction would include:

- 1** Five lanes at the existing A358 (west) approach from the M5 junction 25. Two of these lanes would be dedicated right-turn lanes into the Nexus 25 employment site.
- 2** Four lanes on the existing approach south of the Taunton Gateway Park and Ride. Three of these lanes would be dedicated right-turn lanes towards the M5 junction 25.
- 3** Five lanes at the new A358 (east) approach. One of these lanes would be a dedicated right-turn lane to Ruishton and another is a dedicated left-turn lane into the Nexus 25 employment site.
- 4** A three-lane exit from the Nexus 25 employment site. One of these lanes is a dedicated left-turn lane towards the M5 junction 25 and another is a dedicated right-turn lane to the new A358.

Access to Taunton Gateway Park and Ride would not be possible from the new signalised junction, which is the same as the existing arrangements at the Nexus 25 roundabout. For road users travelling from the west, access to the Park and Ride would be via the existing A358 off M5 junction 25. For road users travelling from the east, access to the Park and Ride would be via the Mattock's Tree Green junction and the existing A358 through Henlade.

### Benefits and impacts

- A signalised junction would better accommodate a safe crossing on the A358 for walkers, cyclists, horse-riders and disabled users.
- Improved flow of traffic between this junction and the M5 junction 25, so that all traffic would be able to pass through the junction without experiencing any excessive delays, even at peak times. Linking the operation of the junction with the M5 junction 25 would enable the signals to be co-ordinated and reduce the potential for queuing between the two junctions.

- Improved control over which traffic movements receive priority, which would reduce and prevent queues of vehicles.
- Reduction in the amount of agricultural land required.

### Feedback

You can give your feedback on this change in question 1a of the *Feedback questionnaire*.

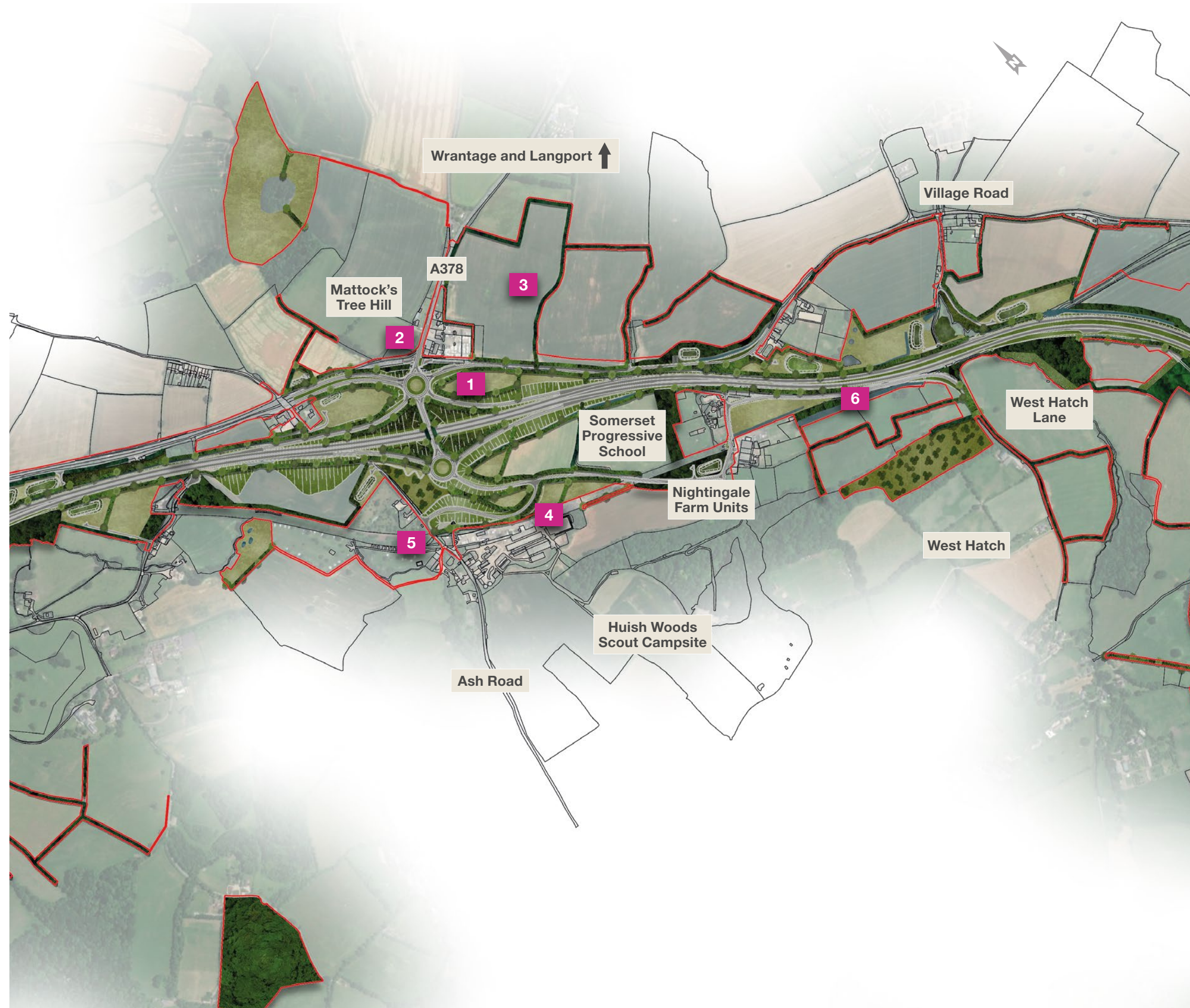
Visualisation showing the new proposed Nexus 25 junction looking north



Further information is available in our *Technical traffic note and Environmental note*.



Proposed changes at Mattock's Tree Green junction



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2021 public consultation proposal

**Legend**

- 1** The new connection into the eastern roundabout
- 2** New signalised crossing
- 3** Main construction compound
- 4** New junction and link road
- 5** Connection to Ash Road via the new link road
- 6** West Hatch Lane extension
- Scheme boundary



## New connection at Mattock's Tree Green junction eastern roundabout and new signalised pedestrian crossing on the A378

Feedback from the public consultation in 2021 identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp.

Having considered these responses and carried out further design development, we propose a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.

These changes would provide a connection between the A358 with local roads, including:

- The existing dual carriageway section of the Mattock's Tree Hill Road leading to Henlade
- The existing A378 leading to Wrantage and Langport
- A new single carriageway link to Village Road which would link to Hatch Beauchamp

### Benefits and impacts

- Provides a direct connection onto Village Road from Mattock's Tree Green junction.
- Provides improved connection to Hatch Beauchamp.
- Provides space for a signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.

You can read more about the location of the main construction compound on page 28 of this booklet.

**Further information is available in our *Technical traffic note and Environmental note.***

Visualisation showing new proposal for Mattock's Tree Green junction looking west towards Ash Road





## Realignment of Ash Road to Mattock's Tree Green junction connection

Feedback from the public consultation in 2021 identified concerns from local communities that connecting Ash Road directly into Mattock's Tree Green junction would encourage more drivers to use it to access the south of Taunton via Stoke St Mary. Following further traffic modelling and design development, we have changed our design to remove the direct connection from Ash Road into the Mattock's Tree Green junction.

We are proposing a new junction and link road that would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units from the Mattock's Tree Green junction. Ash Road, which runs through Ash to Thurlbear and Slough Green, would connect to the A358 via the new link road. The existing Ash Road would be closed beyond the residential properties.

### Benefits and impacts

- Increasing the distance and time it takes to access Ash Road makes this route less attractive to traffic wanting to cut through to southern parts of Taunton.
- Forecast traffic levels along Ash Road and Stoke Road through Stoke St Mary would remain similar to how they would be without the proposed scheme in place.
- Increase in traffic along Haydon Lane/Stoke Road. We're consulting on proposed mitigation measures, which are outlined on pages 21 and 22 of this booklet.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.



## West Hatch Lane extension to Mattock's Tree Green junction

Following a design review, we have identified an opportunity to improve access to Mattock's Tree Green junction for communities living in West Hatch.

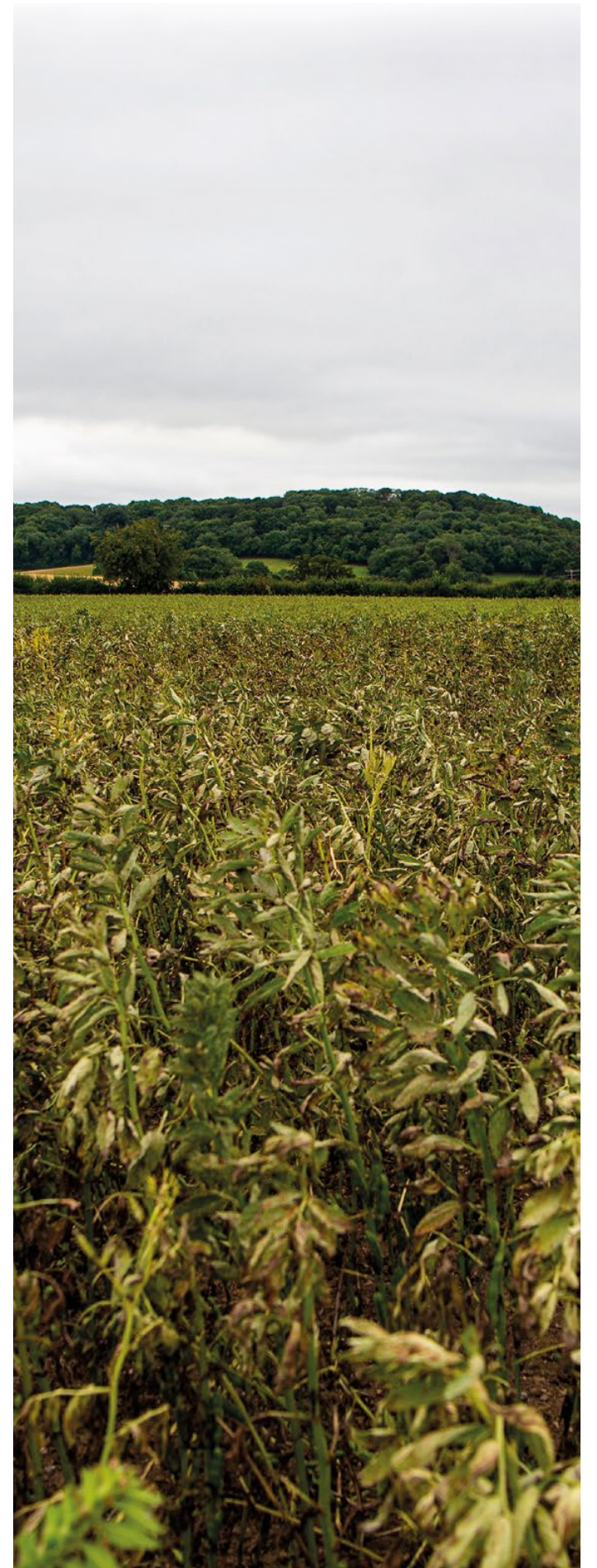
We have revised our proposals to include a new road that would run alongside the A358. This would connect West Hatch Lane to Mattock's Tree Green junction via the proposed new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units.

### Benefits and impacts

- More direct connection from West Hatch to the A358.
- Better connectivity for residents of West Hatch.
- Reduce traffic on local roads.
- Reduce impact on a listed road bridge, however, there is potential for increased visibility from a listed building.
- Loss of hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation, which are outlined on pages 26 to 27 of this booklet.
- Requires additional construction activities in close proximity to the Somerset Progressive School which may have additional noise impacts during construction. This may also contribute to additional amenity impacts on the school.

### Feedback

You can give your feedback on the changes for Mattock's Tree Green junction in question 1b of the *Feedback questionnaire*.



Further information is available in our *Technical traffic note and Environmental note*.



## Changes to new bridge at Bickenhall Lane

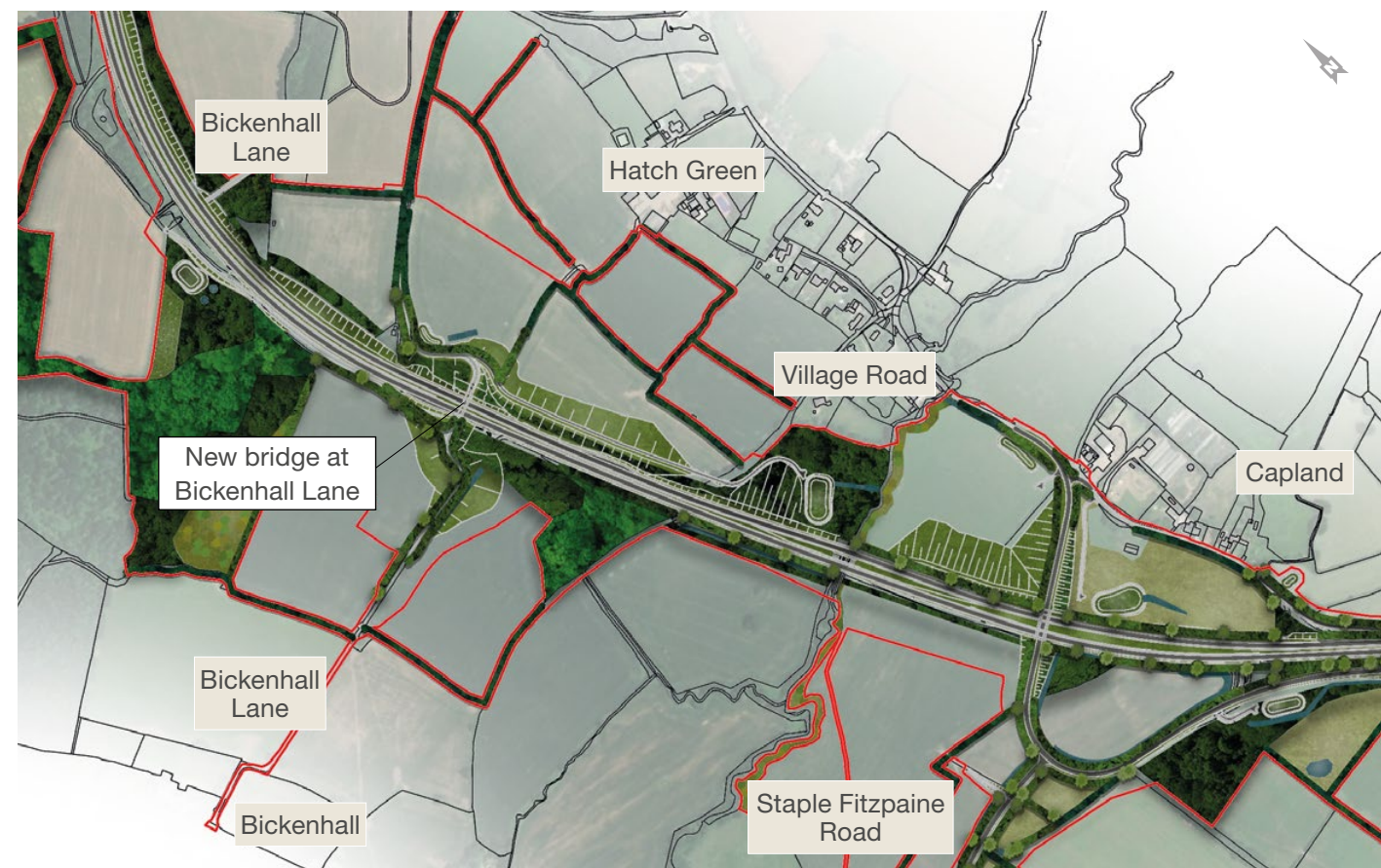
We've made some changes to our proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.

Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, we are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access.

As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane.



## Proposed changes to the new bridge at Bickenhall Lane



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## Benefits and impacts

- The change in location of the bridge - located further away from Bickenhall Wood ancient woodland – would reduce vegetation loss around the ancient woodland and reduce the indirect impact on bat species in this area.
- The change in use addresses concerns about potential traffic increases along Bickenhall Lane and the impact on walkers, cyclists, horse-riders and disabled users.
- Traffic volumes through Hatch Beauchamp would be lower than what they would have been with our previous proposal, helping to improve safety.
- Would improve agricultural operations for landowners in the area.

## Feedback

You can give your feedback on this change in question 1c of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## Visualisation showing the proposed changes to new bridge at Bickenhall Lane looking north





## New Capland link road

At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area:

**Option 1** – Provide a connecting link road between Capland Lane and Village Road.

**Option 2** – Retain the existing route via Stewley Lane and Stock's Lane and provide localised flood improvements.

**Option 3** – Retain the existing route via Stewley Lane and Stock's Lane without providing localised flood improvements.

Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road.

The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.

The new Capland link would be for all users including walkers, cyclists and horse-riders.

### Visualisation showing the proposed new Capland link looking west



Further information is available in our *Technical traffic note* and *Environmental note*.

The alignment of the route is slightly modified to the option proposed previously. This would place the link closer to the A358.

### Benefits and impacts

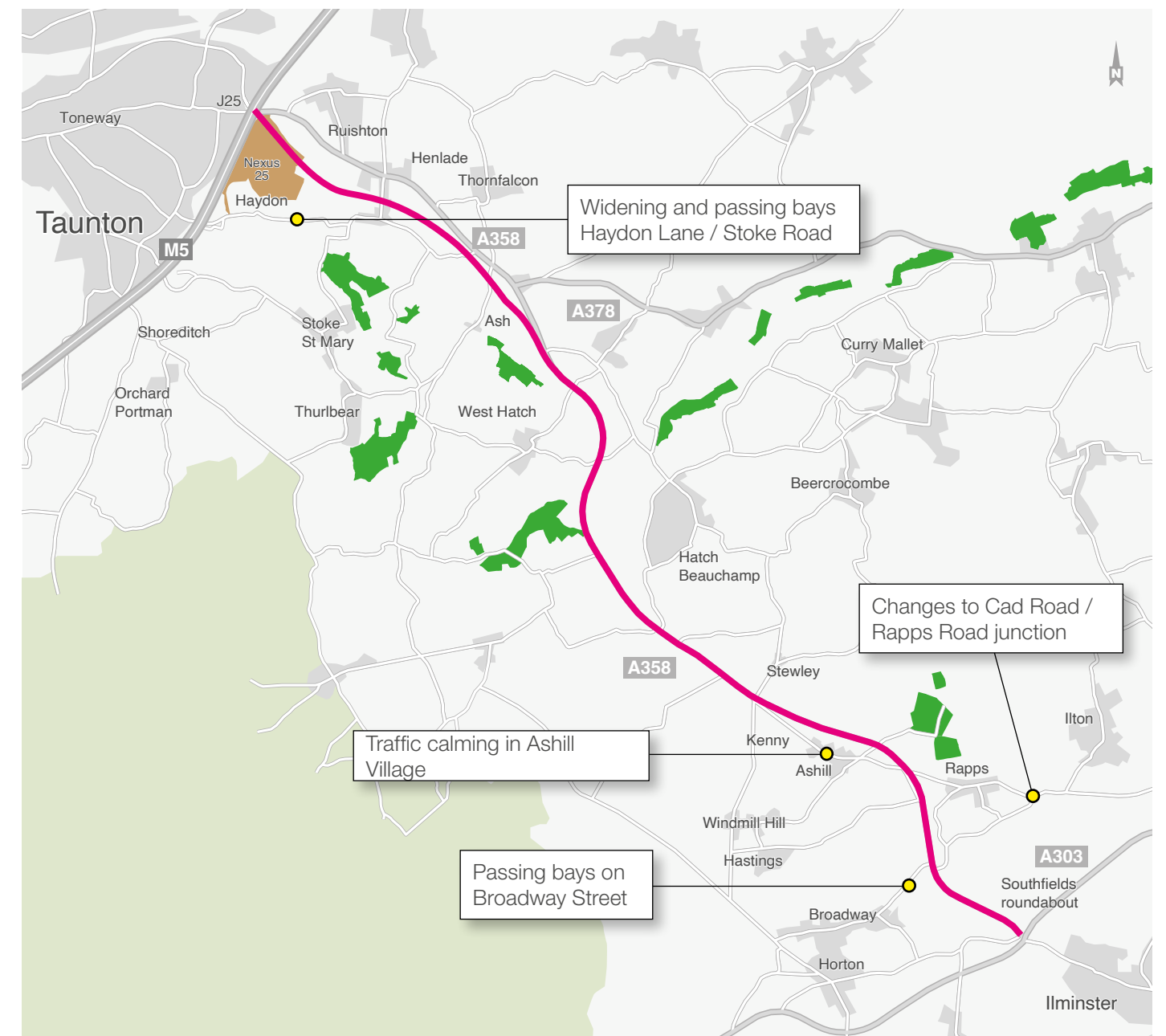
- Provides a more direct link from Hatch Beauchamp to Stewley.
- Improve access to local villages during incidences of flooding, which have temporarily closed Stock's Lane in two locations in the past.
- Moving the new Capland link road closer to the A358 reduces severance of farmland when compared with Option 1 that we previously consulted on.
- This change to the alignment of the road would also result in the demolition of a farm dwelling and also the loss of some agricultural land.
- The farm dwelling to be demolished is not a designated heritage asset but may be of local interest and would be recorded prior to demolition.
- Further ecological surveys would be needed on the farm dwelling to determine whether there would be any impact on protected species.

### Feedback

You can give your feedback on this change in question 1d of the *Feedback questionnaire*.

## Proposed works to some local roads

Following further traffic modelling, including assessment of the change in traffic flows on the local road network, and further discussion with Somerset County Council, the local highway authority for these roads, we are proposing changes to some of the existing local roads, which are outlined on the next page. These changes would improve safety, reduce congestion and ensure the road is suitable for motorised vehicles and for walkers, cyclists and horse-riders.



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## Localised widening / passing bays on Haydon Lane and Stoke Road

Traffic volumes in Haydon Lane are high relative to the standard of road and it is used as a 'rat run' by drivers travelling between the A358 and southern parts of Taunton. It is also a popular route for cyclists and there are several public rights of way that join onto Haydon Lane.

We propose:

- New passing places in several locations along Haydon Lane.
- Some localised widening where the existing road narrows through a series of bends.
- Widening the carriageway along a section of Stoke Road through Lower Henlade on the northern side away from the properties on a bend.
- New public rights of way and diversions in the off-road network in the Lower Henlade area.

## Benefits and impacts

These proposals are designed to strike a balance between highway safety, environmental impact, impact on land and properties, maintaining the rural feel and not making the route more attractive to through traffic.

These changes:

- allow for vehicles to pass each other safely
- reduce risk of heavy traffic at peak times
- reduce the potential for conflict between motorised and non-motorised users
- reduce hedgerow habitat supporting hazel dormice. We are consulting on updates to the biodiversity mitigation – see pages 26 and 27 for details.

## Feedback

You can give your feedback on these changes in question 1e of the *Feedback questionnaire*.

**Further information is available in our *Technical traffic note and Environmental note*.**

## Traffic calming measures in Ashill village

The Old A358 through Ashill village is a lightly trafficked single carriageway road. This is a popular route with cyclists and would form part of our proposed new signposted cycle route that would run from the M5 junction 25 to Southfields roundabout. Feedback from our 2021 public consultation indicated concerns regarding safety due to the forecast increase in traffic.

We propose some changes which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.

## Changes to Cad Road / Rapps Road junction

We propose closing the existing Cad Road junction with the A358. Farm traffic looking to access the A358 from properties along Cad Road would do so via Cad Road, Rapps Road and the new grade separated Ashill junction. For this reason, we propose to widen the existing Cad Road / Rapps Road junction to cater for large agricultural vehicles turning left and to improve visibility at the junction.

## Addition of passing bays on Broadway Street

Broadway Street is currently the most direct link between the existing A358 and Broadway and is a popular route with cyclists. To accommodate the predicted small increase in traffic, we propose two new passing places on Broadway Street to allow larger vehicles travelling in opposite directions to pass each other at a few extra locations along the route. These would be additional to the passing places that already exist.

## Traffic flows and traffic modelling

Since public consultation, we have updated our traffic model to understand whether our proposed changes would affect how road users use and access both the A358 and the local road network.

Our updated assessment indicates that the impact on the local road network around the A358 corridor has not fundamentally changed since the proposals put forward in the public consultation in 2021. The impact of the scheme would be broadly neutral compared to a future situation without the scheme in most locations. Increases in traffic flows would be focused predominantly around the access points at Mattock's Tree Green junction and Ashill junction. Some areas would also see a decrease in traffic flows.

## COVID-19

Whilst traffic levels dipped during the first lockdown in 2020, they have steadily increased, particularly due to demand for home delivery and online shopping. Traffic data shows that traffic levels have recovered to broadly typical levels. As of March 2022, overall traffic levels were back up to 97% of pre-COVID-19 levels (with goods vehicles at 110%).

## Find out more

You can find more information about this updated traffic model and the proposals for how we would address any increase or decrease in traffic levels in our updated *Technical traffic note*.





## Walking, cycling and horse-riding including disabled users

### Jordans bridge

Between Ashill junction and Southfields roundabout, we previously proposed providing access for walkers, cyclists and horse-riders via the Ding bridge under the A358 to allow crossing of the A358. Following feedback that this creates a lengthy diversion for users, we have revised our proposals.

We would create a new link and bridge over the A358 for walkers, cyclists and horse-riders, which can also be used by local landowners for farm access. The walking, cycling and horse-riding route between Broadway Street link and the Old A358 at Horton Cross would be moved away from the A358 and raised up to the bridge. This provides a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land.



### Visualisation showing the proposed new Jordans bridge looking north



### New restricted byway at Oldbroach Lane in Haydon

We propose a new restricted byway at Oldbroach Lane in Haydon. This would ensure continuity of access to local walking, cycling and horse-riding routes. A new public right of way on the off-road network on Oldbroach Lane would allow users to avoid Haydon Lane and improve connectivity to the Nexus 25 junction and Stoke Road.

**A restricted byway is a road that allows a right of way for pedestrians, horse-riders, those leading a horse, cyclists and for any vehicles other than mechanically propelled vehicles.**

### New signalised junction including pedestrian and cyclist crossing on the A358 (west)

We propose a new signalised junction including a pedestrian and cyclist crossing on the existing A358 (west) close to Southfields roundabout. This would provide improved connections between Horton Cross and Ilminster and provide a link with the local foot/cycle network.

This signalised crossing would be incorporated within a new traffic signalised junction to the nearby service station which is required to allow for a widened three lane approach to Southfields roundabout to cater for future traffic growth.

### Feedback

You can give your feedback on these changes in question 2 of the *Feedback questionnaire*.



Further information is available in our *Technical traffic note and Environmental note*.



## Environment

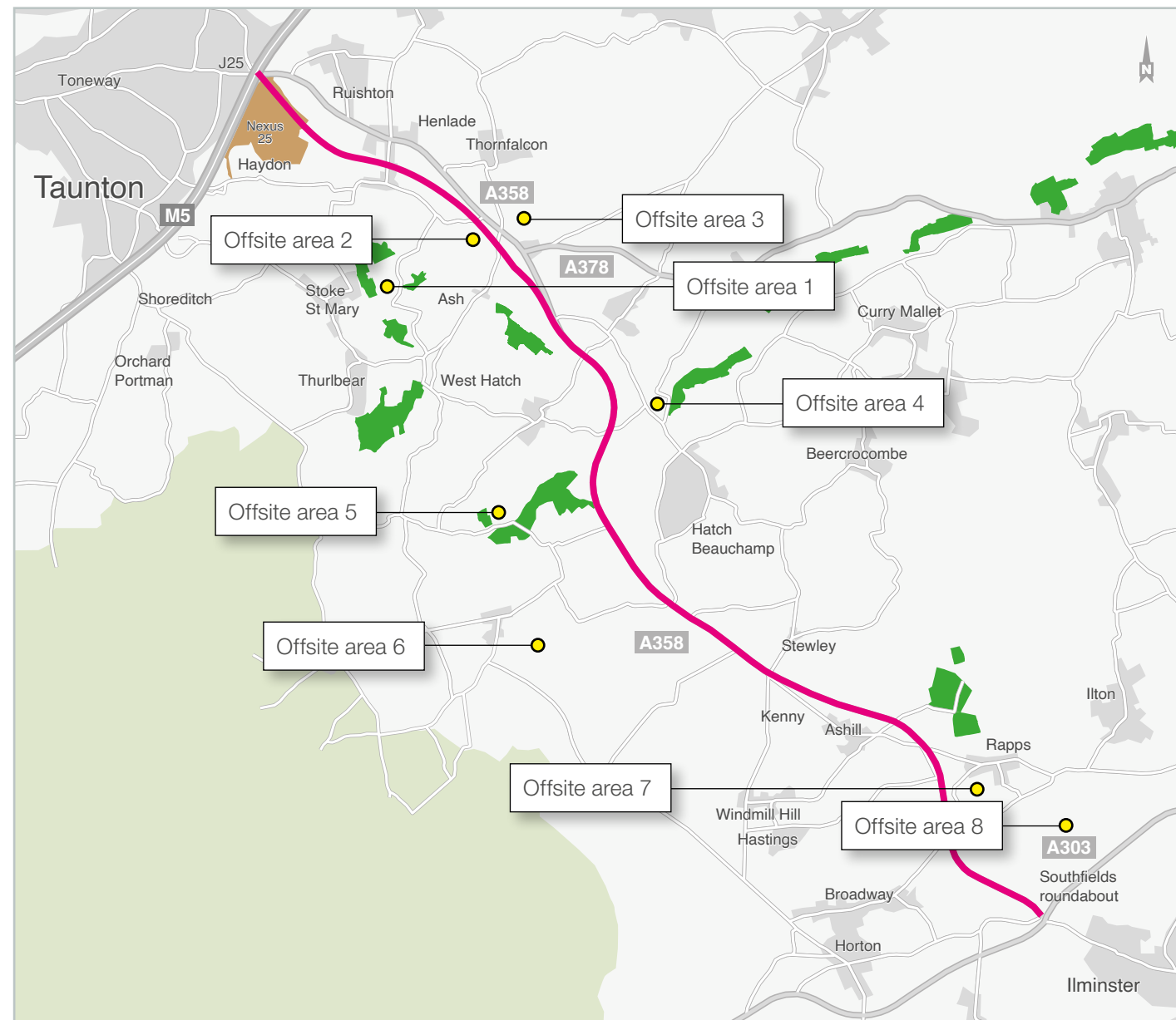
The existing A358 is an ecologically diverse habitat corridor supporting a wide variety of protected species including badgers, bats, birds (including barn owls), dormice, great crested newts, otter, reptiles and water voles.

We carried out a significant number of additional ecological surveys in 2021. Following the results of these surveys and in response to feedback from the 2021 public consultation, we've amended our biodiversity mitigation to reflect the updated habitat and species data and to improve habitat function and connectivity within the wider landscape.

### Offsite mitigation areas

Following a review of consultation feedback and the results from further ecology surveys, we've identified a number of offsite areas for habitat creation. Areas of woodland planting and grassland creation or enhancement are proposed in eight locations, as shown in the plan below. The provision of offsite habitat allows for these areas to be established during main construction of the scheme, facilitating any translocation of animals that might be required as well as safeguarding them throughout the construction period and into the future.

Plan showing locations for offsite areas for habitat creation



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### Hedgerow improvements

Ecology surveys carried out throughout 2021 have identified the presence of hazel dormice within hedgerows, scrub and woodland habitat across the scheme and surrounding area.

To safeguard hazel dormice throughout construction and in the long term, our proposed mitigation would focus on enhancing the existing hedgerow network, which is well-established, in addition to the creation of new hedgerows where feasible.

These hedgerow improvements are proposed across the length of the scheme to connect areas of existing suitable habitat, which would also provide benefits to other species, including bats.

### Woodland management

During construction of the proposed scheme, hazel dormice would need to be relocated into areas of retained habitat whilst areas of new planting are establishing. Several areas of existing woodland have been identified across the scheme where the installation of dormouse boxes is proposed in addition to woodland management (as appropriate), such as coppicing to allow development of ground level vegetation.

### Find out more

You can find out more about environmental benefits, impacts and mitigation in our updated *Environmental note*. In addition, due to the significant number of additional ecological surveys, our updated *Baseline ecology survey reports* are available via our website.

### Feedback

You can give your feedback on these changes in question 3 of the *Feedback questionnaire*.





## New location for the main construction compound

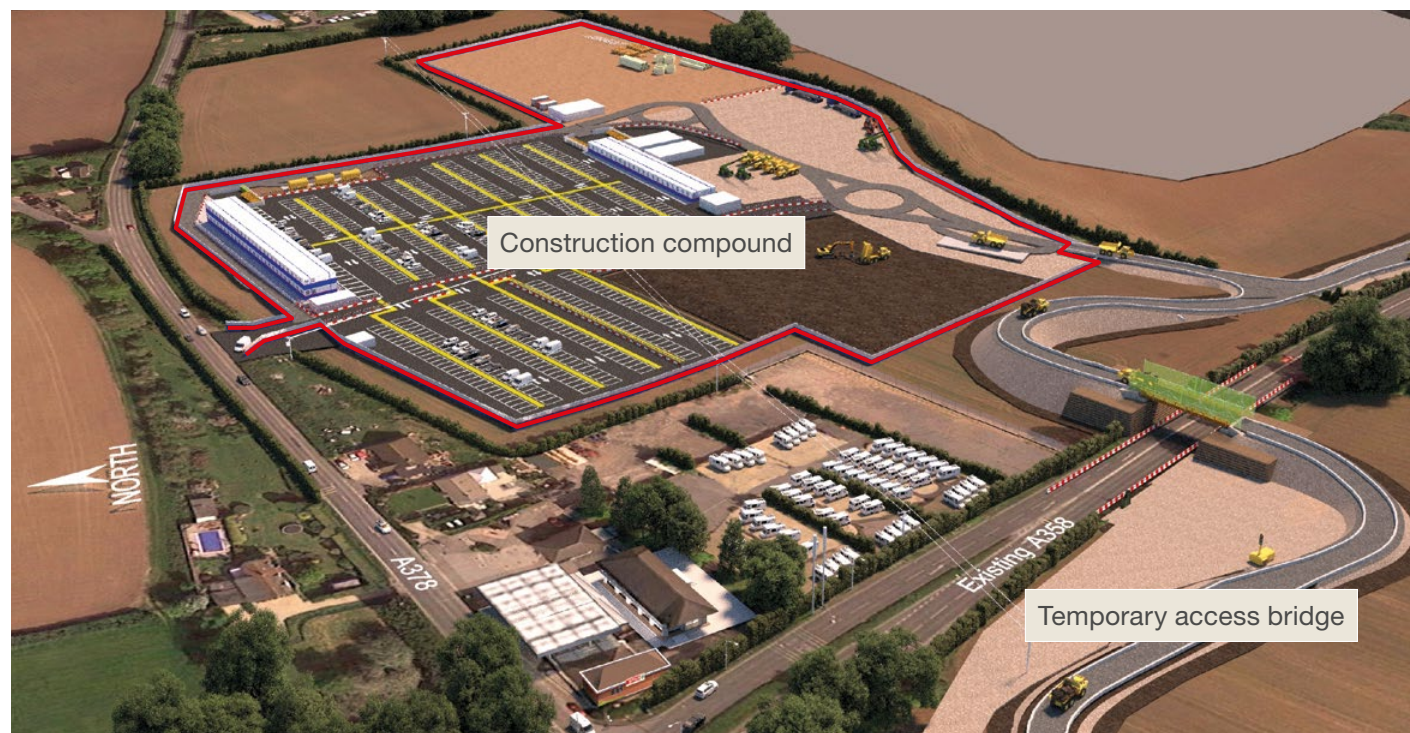
At our previous consultation we proposed to locate the main construction compound for the scheme on the Nexus 25 development site. Following further design development work, we are now proposing to locate the main site compound near to Mattock's Tree Green junction.

We would install a new temporary bridge to the east of the existing A358 / A378 junction. This would allow a proportion of site traffic to access and leave the compound without need to travel on the public highway.

The main access to the compound would be via the A378 north of Mattock's Tree Green junction. We would still need to use the existing A358 for some construction traffic and some side roads would still be required where the offline haul road does not provide access, however we would minimise this as much as possible.

We would carefully plan and manage our roadworks to ensure we maintain safety for the public and those working on site at all times.

### Visualisation of main construction compound and temporary access bridge to the east of the existing A358 / A378 junction



### Benefits and impacts

- Temporary access bridge would reduce the volume of construction traffic using the public highway as far as reasonably practicable.
- Unlikely to result in any significant impacts on cultural heritage, however, additional archaeological surveys would be undertaken in this area.
- Would result in localised temporary and reversible changes to some landscape and visual receptors in this area.
- Proposal to screen local properties to mitigate increase in construction noise where possible.
- Would require additional agricultural land.

### Feedback

You can give your feedback on this change in question 4 of the *Feedback questionnaire*.

## Further information

We're continuing to look at how we would build the route in a way that would minimise disruption to local communities and traffic during construction.

As part of our Development Consent Order (DCO) application we will produce an environmental management plan for the construction of the route and a construction traffic management plan. This would be used to ensure we are closely engaging with communities during construction and that we are taking appropriate environmental mitigation measures throughout. There would be an opportunity for local residents to communicate any issues they may be concerned about throughout the DCO application and construction period.

## Other changes

Additional minor changes have also been made to the proposed preliminary design. These are the result of consultation feedback and feedback from local landholders, as well as our ongoing refinement of the design. These changes include:

- refinements to the alignment of roads
- minor changes to junction designs
- details of junctions and accesses that were not previously included in consultation
- smaller changes to walking, cycling, horse-riding and disabled user access
- changes to the location and extent of planting and habitat creation
- changes to landscape and noise mitigations
- changes to the red line boundary, which is the outlined area that is subject to DCO application for this project
- minor amendments to drainage design

More information on all changes since our 2021 public consultation can be found in our *Summary of changes booklet*.

These changes are not the focus of this consultation, but you can provide comments on these if you wish to. Please use question 5 of the *Feedback questionnaire*.





## Find out more



You can find out more about our proposed design changes in several ways:

- **Website and virtual exhibition room** – you can view the consultation materials and visit our virtual exhibition room via our website at: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- **Webinars** – you can join us at one of our webinars, where members of the project team will present proposals and answer your questions.
  - Webinar 1 – Wednesday 25 May 2022 – 12:30pm
  - Webinar 2 – Tuesday 7 June 2022 – 12:30pm
  - Webinar 3 – Thursday 9 June 2022 – 7:00pm
  - Webinar 4 – Tuesday 14 June 2022 – 7:00pm
- **Public consultation events** – you can speak to the project team and find out more about our plans in person at one of our events in the area. These events will take place at the times, dates and locations shown in the table below:
- **Telephone surgery** – you can book to arrange a call back with a member of the project team (subject to availability). You can book an appointment by emailing us at [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk) or by calling 0300 123 5000.
- **Consultation documents** – all the consultation documents are available on our consultation website, which can be accessed via [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields), including:
  - *Consultation booklet*
  - *Feedback questionnaire*
  - *Responding to feedback from 2021 public consultation*
  - *Summary of changes booklet*
  - *Technical traffic note*
  - *Environmental note*
  - *Plans and drawings*
- **Deposit locations and public information points** – details of where copies of all the consultation documents are available can be found on our website or by calling 0300 123 5000.

Location	Date	Time
<b>Monks Yard (Conference Room)</b> Horton Cross Farm, Horton Cross, Ilminster, Somerset, TA19 9PT	Thursday 26 May 2022	11:00am – 8:00pm
<b>Somerset County Cricket Club</b> The Cooper Associates County Ground, St. James Street, Taunton, Somerset, TA1 1JT	Wednesday 8 June 2022	11:00am – 8:00pm
<b>Taunton Racecourse</b> Orchard Portman, Taunton, Somerset, TA3 7BL	Saturday 11 June 2022	11:00am – 6:00pm

## Give us your feedback

Your feedback on these design changes will help us to shape our proposals before we submit our DCO application.

Please send your feedback to us by **23:59 on Sunday 26 June 2022**. Responses received after this time may not be considered. You can:

- complete the feedback questionnaire online, which can be accessed via: [www.nationalhighways.co.uk/a358-taunton-to-southfields](http://www.nationalhighways.co.uk/a358-taunton-to-southfields)
- email your response to: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)
- post your feedback to us at: **FREEPOST A358 TAUNTON TO SOUTHFIELDS** (the address must be written in capitals and you do not need a stamp)

You can pick up a feedback questionnaire from a public consultation event, deposit location or at an information point. You can also request a hard copy of the feedback questionnaire via the phone number or email address below.

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

- Telephone: **0300 123 5000**
- Email: [A358TauntontoSouthfields@nationalhighways.co.uk](mailto:A358TauntontoSouthfields@nationalhighways.co.uk)

## Next steps

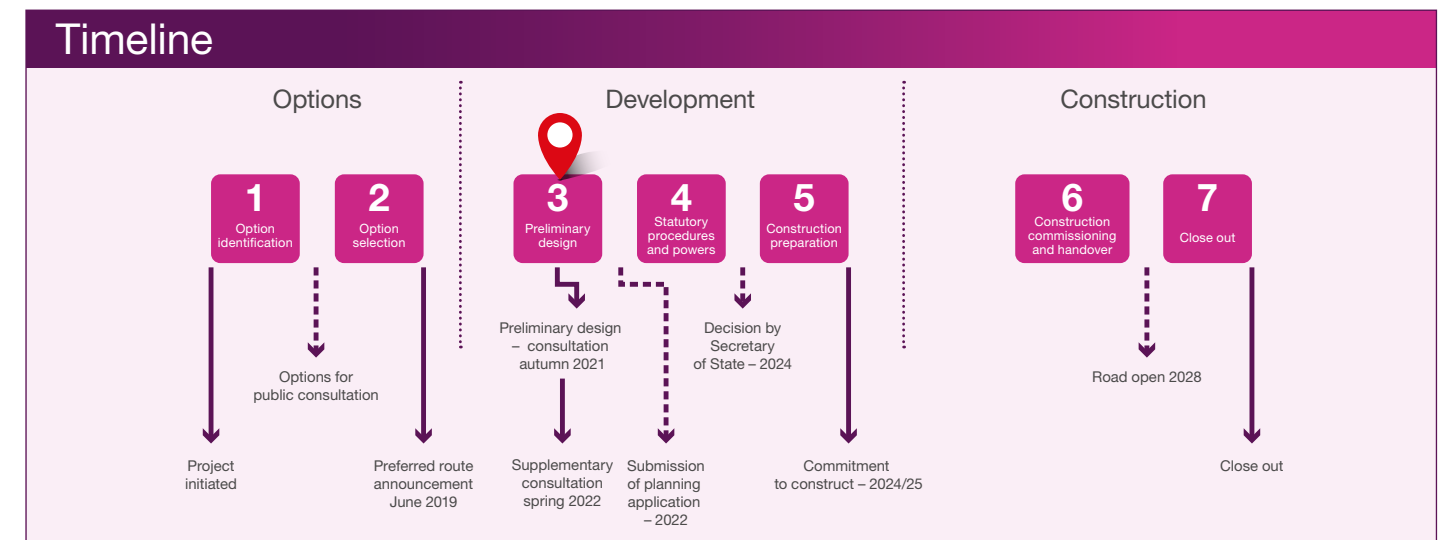
Once the consultation has closed at **23:59 on Sunday 26 June 2022**, we will review all comments and suggestions that have been received during this period.

We will take time to consider your feedback when making further refinements to our proposed design and developing our planned mitigation measures. We will set out a summary of the responses to this and the previous public consultation in a consultation report, which will also describe how your feedback has shaped and influenced our proposals. This report will form part of our DCO application, the special type of planning permission needed for Nationally Significant Infrastructure Projects like this, and will be published following submission of our application. We expect to submit our DCO application later in 2022.

If our application is accepted for examination, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application through written representations and public hearings. They will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the project will go ahead. This process is explained in the timeline below.

If granted by the Secretary of State, start of works on the A358 improvements is planned for 2024/25.

More information about the DCO process can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk>





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For an accessible version of this publication please call **0300 123 5000** and we will help you.

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