

A358

**Taunton to Southfields
Dualling Scheme**

Supplementary consultation
Summary of changes





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.

This document provides a summary of all changes that have been made to the preliminary design since our public consultation in 2021. These changes are the result of consultation feedback and feedback from local landowners, as well as our ongoing refinement of the design and traffic modelling.



The table and plans in this booklet show the following for each proposed change:

- Location of change
- Description of change
- Reason for change

Proposed changes which are similar have been grouped under the same map reference number in the tables and individual locations identified on the plans.

Plans showing the proposed changes have been divided into four sections:

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

We are holding a supplementary consultation on some of our design changes. Changes which are the focus of the supplementary consultation are signposted in this booklet, with further information available in our *Consultation booklet*.

Other smaller changes which are outlined in this booklet are not the focus of the consultation, but you can comment on them if you wish to using our *Feedback questionnaire*.

Further information on changes to the preliminary design can be found in the following plans and reports. We recommend that you read this document alongside these:

- *Supplementary consultation booklet*
- *Environmental note*
- *Technical traffic note*
- Consultation plans, including:
 - *general arrangement plans*
 - *plan and profile drawings*
 - *walking, cycling and horse-riding strategy drawings*
 - *environmental masterplans*
 - *scheme boundary plan*

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 consultation closes may not be considered.

To find out more about supplementary consultation you can visit our website www.nationalhighways.co.uk/a358-taunton-to-southfields. Here you can find a link to our virtual exhibition room, details of events and webinars and view all of the consultation documents.

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



Changes included in this diagram

- 1a 1b 1c 1d 1e 1f 2 3 4 5 6 7 8 9
- 10 11 12 13 14 15 16 17 18 19 20 21 22 24

— Scheme boundary

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



Changes included in this diagram

- 2 5 6 10 12 13 17 18 21 22 23 25 27
28 28a 29 30 31 32 33 34 35 36 37 38



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Section 3: Griffin Lane to Ashill junction



Changes included in this diagram

- | | | | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1g | 2 | 5 | 6 | 10 | 11 | 12 | 13 | 15 | 18 | 19 | 23 | 25 | 31 | 39 |
| 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | |



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Section 4: Ashill junction to Southfields roundabout



Changes included in this diagram

- 1h 1i 2 5 6 10 11 12 13 15 17 18 25 31 54
 55 56 57 58 59 60 61 62 63 64 65 66 67 68



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Map reference	Location of proposed change	Description of change	Reason for change
1 (a – i)	Various	<p>1a: Alteration to footpath reference number T 26/4.</p> <p>1b: Alteration to footpath reference number T 26/12.</p> <p>1c: Alteration to proposed public right of way.</p> <p>1d: Alteration to footpath reference number T 22/7.</p> <p>1e: Alteration to proposed footpath.</p> <p>1f: Alteration to proposed public right of way.</p> <p>1g: Alteration to footpath reference number T 2/5.</p> <p>1h: Alteration to proposed bridleway.</p> <p>1i: Alteration to footpath reference number T CH 1/5.</p>	<p>1a: Footpath reference number T 26/4 has been realigned in response to feedback during the 2021 consultation and further refinement of the design.</p> <p>1b: Footpath reference number T 26/12 has been realigned in response to feedback during the 2021 consultation and further refinement of the design.</p> <p>1c: The proposed public right of way has been realigned to avoid the flood storage area.</p> <p>1d: Footpath reference number T 22/7 has been realigned to link better with T 22/6.</p> <p>1e: The proposed footpath has been realigned to the east side of Black Brook Tributary 3.</p> <p>1f: The proposed restricted byway has been extended to continue along the pond access track to Stoke Road, which allows users to avoid Haydon Lane. 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.</p> <p>1g: Footpath reference number T 2/5 has been realigned along the access track from Bickenhall Lane.</p> <p>1h: The proposed bridleway has been realigned to the north of the field boundary to avoid crossing an existing hedgerow.</p> <p>1i: Footpath reference number reference number CH 1/5 has been realigned to the verge. [See <i>Walking, cycling and horse-riding strategy drawings</i> for further details.]</p>

Map reference	Location of proposed change	Description of change	Reason for change
2	Various	Reduction in land required to construct the scheme.	<p>Changes required to help facilitate the construction of the scheme. Some land identified for this purpose is no longer required.</p> <p>[See <i>General arrangement drawings</i> for further details]</p>
3	East of M5 junction 25	Replacement of Nexus 25 roundabout with a signalised junction.	<p>This design change would better accommodate a crossing of the A358 for walkers, cyclists, horse-riders and disabled users. The proposed signalised junction would provide adequate capacity for the predicted traffic flows and allow more control over traffic movements by linking the operation of the signals to those at the M5 junction 25 roundabout.</p> <p>[See <i>Consultation booklet</i> for further details]</p>
4	South of M5 junction 25	Works to local road network: localised widening/passing bays on Haydon Lane and Stoke Road. New public rights of way in Lower Henlade.	<p>Following further traffic modelling, including assessment of the change in traffic flows on the local road network, and discussions with Somerset County Council the local highway authority for these roads, we are proposing changes to some of the existing local roads. Traffic volumes in Haydon Lane are high relative to the standard of road; it is used as a 'rat run' and is also popular with cyclists. The changes would improve safety, reduce congestion and enhance the local roads for motorised vehicles, walkers, cyclists, horse-riders and disabled users.</p> <p>[See <i>Consultation booklet</i> for further details]</p>
5	Various	Increase in land required for environmental mitigation.	<p>Following further surveys, the environmental mitigation design has been amended. Whilst additional land is required, this provides environmental mitigation for habitat and species impacted by the scheme in this area.</p> <p>[See <i>Environmental note</i> for further details]</p>

Map reference	Location of proposed change	Description of change	Reason for change
6	Various	Changes to the location, shape and orientation of the attenuation basin design. Access to attenuation basin and environmental mitigation surrounding the basin has been reconfigured around the revised design.	In response to feedback during the 2021 consultation and further refinement of the design, the attenuation basins have been amended. Attenuation basins are normally bowl shaped, dry and would only hold water for a short period of time after a rainfall event. They provide flow control and also environmental benefits such as removal of pollutants. No additional land is required. Associated access to the attenuation basins and environmental mitigation has been reconfigured.
7	South-east of Nexus 25	New restricted byway at Oldbroach Lane, Haydon.	This change would ensure continuity of access to local walking, cycling and horse-riding routes. A new public right of way on Oldbroach Lane would allow users to avoid Haydon Lane and improve connectivity to the Nexus 25 junction and Stoke Road. [See <i>Consultation booklet</i> and <i>Walking, cycling, horse-riding including disabled user drawings</i> for further details]
8	South-east of the Park and Ride	Alterations to flood storage area at Blackbrook. Environmental mitigation design reconfigured around the revised layout.	Following further flood modelling, the area identified for flood storage has been reduced as part of the land identified for this purpose is no longer required. This change would reduce the impact on current farming activities. Flood storage areas are required where the scheme has impacted existing floodplains. They are required so that watercourses flood levels remain the same as per existing (prior to the scheme) and to ensure current watercourse regime is maintained so that the scheme has no impact both upstream and downstream of the affected area.

Map reference	Location of proposed change	Description of change	Reason for change
9	West of Stoke Road	The realignment of the Black Brook tributary has been reconfigured. Environmental mitigation design reconfigured around the revised layout.	Following further assessment, the river meanders were changed to reduce the impact on existing tree boundaries. No additional land is required, and the change would reduce the impact on woodland.
10	Various	Increase in land required for utilities.	Following the 2021 consultation and continued consultation with utility companies, an increase in the land identified would be required for diversion of utilities, for example gas, water, electricity and telecommunications.
11	Various	Addition of earth bunds to reduce noise and visual effects.	Earth bunds have been added following further noise modelling and landscape review. These changes would reduce noise and the visual impact of the proposed scheme on nearby properties and communities and require no additional land.
12	Various	Changes to the location, shape and orientation of the attenuation basin design. Access to attenuation basin and environmental mitigation surrounding the basin has been reconfigured around the revised design.	In response to feedback during the 2021 consultation and further refinement of the design the attenuation design has been amended. Some land identified for this purpose is no longer required.
13	Various	Reduction in land required for environmental mitigation.	In response to feedback during the 2021 consultation and further survey data the environmental mitigation design has been amended. Some land identified for this purpose is no longer required.
14	South of Henlade, Greenway Lane	Reduction in extent of land required temporarily during construction.	We have refined our proposals in this location and do not require the full area of land originally shown at the 2021 consultation.

Map reference	Location of proposed change	Description of change	Reason for change
15	Various	Removal of attenuation basin and associated environmental mitigation.	In response to feedback during the 2021 consultation and further refinement of the design some of the attenuation basins have been replaced by drainage ditches. Some land identified for this purpose is no longer required.
16	Stoke Road	Realignment of Stoke Road.	Following further review, the design of Stoke Road has been amended to improve the alignment. The change provides improved visibility as well as improved access to properties along Stoke Road. No additional land is required.
17	Various	Reduction in land required for utilities.	Following the 2021 consultation and continued consultation with utility companies, the land identified is no longer required for utilities.
18	Various	Change to the type of environmental mitigation.	In response to feedback during the 2021 consultation and further survey data the environmental mitigation design has been amended. No additional land is required. The changes provide more suitable environmental mitigation for habitat and species impacted by the scheme in this area.
19	Various	Addition of earth bund to reduce noise and visual effects.	Earth bunds have been added following further noise modelling and landscape review. These changes would reduce noise and the visual impact of the proposed scheme on nearby properties and communities and require no additional land.
20	East of Stoke Road	Removal of proposed public right of way.	Following feedback received from the 2021 consultation and following further review the proposed public right of way has been removed due to an existing footpath in this location which can be reused. Some land identified for this purpose is no longer required.

Map reference	Location of proposed change	Description of change	Reason for change
21	South of Henlade	Offsite environmental mitigation area 1.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. Due to the significant level of bat activity within this area and the loss of suitable roosting and foraging habitat (woodland and scattered trees) to facilitate construction of the proposed scheme, the creation of additional woodland habitat is proposed in proximity to the known maternity roosts to support this bat population over the long term. [See <i>Consultation booklet</i> and the <i>Environmental note</i> for further details]
22	West of Mattock's Tree Green junction	Offsite environmental mitigation area 2.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. This location, immediately north of Ashe Farm Caravan Site, is proposed to act as a reptile receptor site and to support amphibians also found in this area. The proposed habitat will consist of grassland and pond areas. This field is connected to the disused railway on its eastern boundary, which provides further suitable habitat and a potential dispersal route into existing and created habitats over the long-term during operation of the scheme. [See <i>Consultation booklet</i> and the <i>Environmental note</i> for further details]
23	Various	Addition of access tracks into fields to maintain access for agricultural vehicles.	Following the 2021 consultation, we have reviewed existing access arrangements to fields to ensure that agricultural vehicles can continue to access fields. No additional land is required for these changes.

Map reference	Location of proposed change	Description of change	Reason for change
24	Greenway Lane	The size of the proposed turning areas at the end of Greenway Lane has increased.	In response to feedback during the 2021 consultation, the turning area at the end of Greenway Lane has been refined. This change would provide more space for vehicles to access and turn around at the end of Greenway Lane. No additional land is required.
25	Various	Addition of earth bund to reduce visual effects.	Earth bunds have been added following a further landscape review. These changes would reduce the visual impact of the proposed scheme on nearby properties and communities. No additional land would be required.
26	North of Mattock's Tree Green junction	Offsite environmental mitigation area 3.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. This location, north of the existing A358 at Thorn Clump Local Wildlife Site (LWS), is proposed to act as a reptile receptor site and for breeding birds, specifically skylark. The proposed habitat would consist of grassland and artificial refugia. This field is well-connected to surrounding suitable habitat by hedgerows and arable field margins, with ponds also located within 250 metres. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
27	Mattock's Tree Green junction	New public right of way.	Following feedback received from the 2021 consultation, a new public right of way has been introduced to improve connectivity from Greenway Lane. No additional land is required. The public right of way would provide a more attractive route for users.

Map reference	Location of proposed change	Description of change	Reason for change
28	Mattock's Tree Green junction	New connection at Mattock's Tree Green junction eastern roundabout and new signalised crossing for walkers, cyclists and horse-riders on the A378. Environmental mitigation design reconfigured around the revised layout.	A new connection on the Mattock's Tree Green junction eastern roundabout for Village Road is proposed. 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 on the A378 at the location of the existing junction. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
28a	Mattock's Tree Green junction	The proposed Mattock's Tree Green bridge, which connects the two roundabouts, would be a precast buried arch.	The change to the type of bridge connecting the two roundabouts would: <ul style="list-style-type: none"> reduce the visual impact of the cutting on the landscape, as the side slopes and the fill over the bridge would be used for landscaping and planting. require significantly less concrete than a single span closed abutment bridge, which will also reduce construction impacts.
29	Ash Road, west of Mattock's Tree Green junction	Realignment of Ash Road to Mattock's Tree Green junction connection. Environmental mitigation design reconfigured around the revised layout.	Realignment of the connection between the existing Ash Road and Mattock's Tree Green western roundabout, including changing how it joins the roundabout. A new junction and two-lane link would provide access to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. [See <i>Consultation booklet</i> and the <i>Environmental note</i> for further details]

Map reference	Location of proposed change	Description of change	Reason for change
30	Mattock's Tree Green junction	New location for the main construction compound.	Following further design development work, we are now proposing to locate the main construction site compound near to Mattock's Tree Green junction. At our previous consultation we proposed to locate the main construction compound for the scheme on the Nexus 25 development site. A temporary bridge would be installed to the east of the existing A358/A378 junction, which would allow a proportion of site traffic to access and leave the compound without the need to travel on the public highway. [See <i>Consultation booklet</i> for further details]
31	Various	Addition of alternative land required to construct the scheme.	Changes proposed to help facilitate the construction of the scheme. Additional land is required.
32	Various	Attenuation basin has been included in the design. Access and environmental mitigation design provide for new basin.	We have refined our proposals in this location and an attenuation basin is now proposed. Whilst additional land is required, the inclusion of the basin would reduce the impact of the scheme on the local water network.
33	South-west of Mattock's Tree Green junction	Change to the design of Huish Woods Lane.	Following further review, the design of Huish Woods Lane has been changed to facilitate better access to the businesses. Whilst additional land is required, this would provide better access to businesses along Huish Woods Lane. A footway has been provided on the new link road.
34	West Hatch Lane, south east of Mattock's Tree Green junction	West Hatch Lane extension to Mattock's Tree Green junction. Environmental mitigation design reconfigured around the revised layout.	To improve access to Mattock's Tree Green junction for communities living in West Hatch, a new road link has been provided that would run alongside the A358 to connect West Hatch Lane to Mattock's Tree Green junction via the new link road to the Somerset Progressive School, the Huish Woods Scout Campsite and local businesses at Nightingale Farm Units. [See <i>Consultation booklet</i> for further details]

Map reference	Location of proposed change	Description of change	Reason for change
35	North of Griffin Lane	Realignment of access track to field. Environmental mitigation design reconfigured around the revised layout.	In response to feedback during the 2021 consultation, the access has been realigned to follow the field boundary. No additional land is required, and the change maintains access to fields for agricultural purposes that would otherwise have been cut off.
36	North-west of Hatch Beauchamp	Offsite environmental mitigation area 4.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. This location, adjacent to the disused railway off Village Road, is proposed to act as a reptile receptor site. The proposed habitat would consist of grassland and artificial refugia, such as log piles. This field is connected to the disused railway on its eastern boundary, which provides further suitable habitat and a potential dispersal route into existing and created habitats over the long-term during operation of the scheme. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
37	West of Hatch Beauchamp	Realignment of A358.	The A358 is being realigned slightly to reduce the impact on the existing woodland used by protected species.

Map reference	Location of proposed change	Description of change	Reason for change
38	East of Bickenhall Lane	Offsite environmental mitigation area 5.	<p>Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified.</p> <p>The proposed woodland planting in this location would provide improved connectivity between Bickenhall Wood and Boon's Copse, immediately adjacent to the proposed woodland planting, providing foraging opportunities for bats away from the scheme. This would have the benefit of reducing disturbance impacts from noise and car headlights during construction and operation of the scheme. In addition, providing habitat away from the scheme allows for early establishment of this habitat prior to construction works commencing.</p> <p>[See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]</p>
39	Bickenhall Wood, south-west of Hatch Beauchamp village	Change to the route of access track to attenuation basin.	<p>Following a review of access to the attenuation basin, the access track has been changed to come from Bickenhall Lane instead of from Griffin Lane.</p> <p>No additional land is required.</p>
40	Bickenhall Lane, south-west of Hatch Beauchamp village	<p>Restrict Bickenhall Lane bridge for walking, cycling and horse-riding including disabled users.</p> <p>Environmental mitigation design and attenuation basins reconfigured around the revised layout.</p>	<p>This change would limit access to the new Bickenhall Lane bridge to walkers, cyclists and horse-riders including disabled users; it would also be used for local landowners' farm access. It is proposed to make the bridge narrower and move the position further south to reduce the impact on Bickenhall Wood ancient woodland and reduce the amount of land permanently required. 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.</p> <p>[See <i>Consultation booklet</i> and <i>Walking, cycling and horse-riding strategy drawings</i> for further details]</p>

Map reference	Location of proposed change	Description of change	Reason for change
41	South of Hatch Beauchamp	Realignment of the proposed eastbound A358 carriageway.	<p>The way in which the new Fivehead River bridge would be constructed has been simplified for safety reasons so a larger separation is required between the eastbound and westbound carriageway.</p> <p>No additional land is required.</p>
42	Fivehead River bridge	Removal of the proposed public right of way.	The proposed public right of way has been removed due to a lack of connectivity to the network. Bickenhall Lane bridge would provide an alternative route for all users including access to the Neroche Herepath.
43	South of Hatch Beauchamp	Regrading of agricultural land.	Following feedback received from the 2021 consultation the land in this location has been locally regraded to remove drainage issues adjacent to the A358.
44	Capland link, south of Hatch Beauchamp village	<p>New Capland link road.</p> <p>Drainage and environmental mitigation design reconfigured around the revised layout.</p>	<p>Following feedback received from the 2021 consultation which sought feedback on three options for access in the Capland area, a connecting link road is proposed between Capland Lane and Village Road which would provide additional connectivity between settlements, easier access and extra resilience in case of flooding. The link would be for all users including walkers, cyclists and horse-riders, including disabled users.</p> <p>The alignment of the route is slightly modified to the option proposed previously, placing the link closer to the A358.</p> <p>[See <i>Consultation booklet</i> and <i>Environmental note</i> for further details.]</p>
45	South of Hatch Beauchamp	Change to the connection between Staple Fitzpaine Road and Village Road link (south). Drainage and environmental mitigation design reconfigured around the revised design.	The connection to the existing road is proposed to be shortened to reduce the impact on existing trees along Staple Fitzpaine Road. Some land identified for this is no longer required and would reduce the impact on current farming activities and existing trees along Staple Fitzpaine Road.

Map reference	Location of proposed change	Description of change	Reason for change
46	South-west of Hatch Beauchamp	Offsite environmental mitigation area 6.	<p>Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified.</p> <p>This location, adjacent to Fivehead River, is proposed to act as a reptile receptor site. The proposed habitat would consist of grassland and artificial refugia, such as log piles. This field is connected to Abbey Hill Farm Meadow LWS on its eastern boundary and the Fivehead River corridor on its western boundary, providing further suitable habitat and potential dispersal routes into existing and created habitats over the long-term during operation of the scheme.</p> <p>[See <i>Consultation booklet</i> and <i>Environmental note</i> for further details.]</p>
47	South of Hatch Beauchamp	Realignment of Village Road link (south).	<p>Following further review, Village Road link (south) would be slightly realigned, to avoid existing BT apparatus. The change would avoid the need to carry out further BT diversions.</p> <p>No additional land is required.</p>
48	South of Hatch Beauchamp	The earthwork slopes for the A358 have been made shallower.	<p>Following further review of ground investigation survey data, the slopes in this area need to be shallower to improve ground stability. This would also change the access to/from the private properties.</p> <p>Additional land is required for this.</p>
49	North-west of Ashill Village	Alterations to flood storage area at Fivehead River main channel 2. Environmental mitigation design reconfigured around the revised layout.	<p>Flood modelling since the 2021 consultation has identified a need for a flood storage area to mitigate the loss of flood plain adjacent to the Fivehead River main channel 2. The inclusion of this would reduce the impact of the scheme on local flood risk.</p>

Map reference	Location of proposed change	Description of change	Reason for change
50	North-west of Ashill Village	Addition of earth bund to reduce noise effects.	<p>Earth bunds have been included following further noise modelling.</p> <p>These changes would reduce the noise impact of the proposed scheme on nearby properties and communities.</p> <p>No additional land would be required.</p>
51	Stewley Lane	Realignment of access track to property.	<p>Following further review, the access has been realigned to avoid vegetation loss. The land identified for this purpose is no longer required and the realigned access reduced the impact on current farming activities.</p> <p>This would change the access to/from the private properties.</p>
52	West of Ashill village	A new junction has been provided to connect Wood Road with the old A358.	<p>In response to feedback during the 2021 consultation, a new junction has been proposed to provide better connectivity to the local road network. Whilst additional land is required, this replicates the existing junction at this location.</p>
53	West of Stewley Lane	Alterations to flood storage area at Venner's Water. Environmental mitigation design reconfigured around the revised layout.	<p>Flood modelling since the 2021 consultation has identified a need for a flood storage area to mitigate the loss of flood plain adjacent to Venner's Water. The inclusion of the flood storage area would reduce the impact of the scheme on local flood risk.</p>
54	Ashill village	Traffic calming measures: road narrowing and building sections of kerbs or footways into the road, improved pedestrian crossing facilities at several locations through the village and enhanced road signing and marking.	<p>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.</p> <p>[See the <i>Consultation booklet</i> for further details]</p>

Map reference	Location of proposed change	Description of change	Reason for change
55	North of Ashill junction	Realignment of Stewley link. Drainage and environmental mitigation design reconfigured around the revised layout.	Following feedback received from the 2021 consultation, Stewley link is being realigned to bring the alignment closer to the proposed A358. The land identified for this purpose is no longer required and would reduce the impact on current farming activities. This would change the access to/from Park Barn Lane.
56	East of Ashill village	Realignment of link from Ashill junction to Rapps Road. Drainage and environmental mitigation design reconfigured around the revised layout.	Following feedback received from the 2021 consultation, the road is being realigned to move the alignment further from Copse Lane.
57	South of Ashill junction	Realignment of Broadway Street link. Drainage and environmental mitigation design reconfigured around the revised layout.	Following further review, Broadway Street link has been slightly realigned, to avoid an existing pond and trees. No additional land is required.
58	South of Ashill junction	A new junction has been provided to connect Thickthorn Lane with Broadway Street link.	In response to feedback during the 2021 consultation, a new junction has been proposed to provide better connectivity to the local road network. The change provides better connectivity for the residents on Thickthorn Lane towards Ashill junction. No additional land is required.
59	East of Ashill junction	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, it is proposed to widen the existing Cad Road/Rapps Road junction to cater for large agricultural vehicles turning left and to improve visibility at the junction. [See <i>Consultation booklet</i> for further details]

Map reference	Location of proposed change	Description of change	Reason for change
60	East of Ashill Village	Offsite environmental mitigation area 7.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. It is proposed that a new channel, designed to be suitable for water voles, is created within this field adjacent to Cad Brook, providing further suitable open water habitat for this species. This field is also proposed to act as a reptile receptor site, with habitat consisting of grassland, ponds and artificial refugia, such as log piles. This receptor site would support reptiles that need to be relocated from existing habitats subject to site clearance south of Ashill junction. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
61	North-west of Southfields roundabout	Addition of Jordans bridge over the A358 between Broadway Street link and old A358 at Horton Cross.	New link and bridge over the A358 for walkers, cyclists and horse-riders, which would 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 would provide a more direct and open route for walkers, cyclists and horse-riders to cross safely as well as allowing for farm vehicles to use the crossing to access agricultural land. [See <i>Consultation booklet</i> and <i>Walking, cycling, horse-riding including disabled user drawings</i> for further details]

Map reference	Location of proposed change	Description of change	Reason for change
62	South of Ashill Village	Addition of two new passing places 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 two extra locations along the route. These would be additional to the passing places that already exist. [See <i>Consultation booklet</i> for further details]
63	North-west of Southfields roundabout	Alterations to flood storage area at River Ding. Environmental mitigation design reconfigured around the revised layout.	Refinements to the flood modelling after the 2021 consultation required changes in the extent of the flood storage area. The change involves the use of land that had been identified during the 2021 consultation as being needed by the scheme. The inclusion of the flood storage area will reduce the impact of the scheme on local flood risk.
64	North of Southfields roundabout	Offsite environmental mitigation area 8.	Following feedback received from the 2021 consultation and further ecology surveys, offsite areas for habitat creation have been identified. This location, adjacent to the disused railway and canal, is proposed to act as a reptile receptor site and to provide additional suitable habitat for dormice. The proposed habitat would consist of woodland planting, grassland, ponds and artificial refugia, such as log piles. These fields are connected to the disused railway, which provides further suitable habitat and a potential dispersal route into existing and created habitats over the long-term during operation of the scheme. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
65	North of Southfields roundabout	Lengthening of the A358 westbound slip road merge with the A303.	Following further review, the A358 westbound merge with the A303 has been amended. Whilst additional land is required, this provides a better design solution for the A358 westbound merge with the A303.

Map reference	Location of proposed change	Description of change	Reason for change
66	North-west of Southfields roundabout	Alterations to flood storage area at Back Stream. Environmental mitigation design reconfigured around the revised layout.	Following further flood modelling after the 2021 consultation, the area identified for flood storage has been removed and the land identified for this purpose is no longer required.
67	West of Southfields roundabout	Additional lane on A358 (west) approach to Southfields roundabout.	An additional lane is proposed on the A358 (west) approach to Southfields roundabout. This would increase the approach to three lanes. This change would improve overall roundabout performance.
68	West of Southfields roundabout	New signalised pedestrian and cyclist crossing.	A new signalised pedestrian and cyclist crossing is proposed on the existing A358 (west). This would provide a link with the local foot/cycle network next to the service station. [See <i>Consultation booklet</i> and <i>Walking, cycling, Walking, cycling and horse-riding strategy drawings</i> for further details]
Not individually identified - refer to environmental masterplans	Various	Hedgerows.	Our environmental mitigation design proposes to enhance the existing hedgerow network in addition to the creation of new hedgerows where feasible to support dormice populations. These hedgerow improvements would connect areas of existing suitable habitat, which would also provide benefits to other species, including bats. [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]
Not individually identified - refer to environmental masterplans	Various	Woodland management.	During construction 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 where the installation of dormouse boxes is proposed in addition to woodland management (as appropriate). [See <i>Consultation booklet</i> and <i>Environmental note</i> for further details]



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